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The Hong Kong & Shanghai Hotels, Ltd.

The China Mail

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HONG KONG, THURSDAY, OCTOBER 16, 1930.

PRICE \$3.00 Per Month.

NEW MOTOR ROAD TO THE PEAK.

SCHEME TO COST \$50,000.

LOCAL COMPANY MAY RUN SERVICE ON
PROPOSED ROUTE.

EFFECT ON PEAK TRAMS.

The China Mail learns that the Government of Hong Kong intends to construct a motor road from May Road to Magazine Gap, on the Peak, at a cost of about \$50,000. Owing to the present financial depression, it has been decided not to proceed with the scheme immediately.

The new road, which will have a gradient varying from one in eleven to one in nine feet, will be roughly half a mile long, and will save about three miles of the present Gough Road route to the Peak.

The China Mail further understands that a local company may consider running a regular 'bus service' to the Peak via this new road, in competition with the Peak Tram.

The Hon. Mr. E. R. Hallifax informed our representative that, in his opinion, the Government should raise no objection to any such 'bus service, were the road in question considered suitable for motor vehicular traffic.

KEEN COMPETITION LIKELY.

The proposal to construct a motor road from May Road tram station to Magazine Gap has been under the consideration of the Public Works Department for nearly two years, being first mooted by one of the road engineers. The plans and estimates of cost were put before the Estimates Committee recently this year, but were rejected by the Government owing to the financial depression, which has necessitated retrenchment in all the public services.

The scheme, however, has the serious consideration of the Government, and the China Mail representative was informed this morning by the Colonial Secretary that there was every intention to go ahead with the scheme as soon as it were economically possible.

"A Bad Principle."
It is understood that the initial cost of the construction of the proposed road would be in the neighbourhood of \$50,000. It was suggested that a private company interested in the commercial possibilities of the route for the public conveyance of passengers, might be willing to contribute half or even more toward this cost.

Mr. Hallifax stated that it was extremely unlikely that the Government would consent to any such arrangement.

"In the first place," he said, "it is a bad principle. It is like selling the road to a private concern, which would most likely make a contribution only on condition that it were given the monopoly for motor 'bus' traffic, which would, of course be unfair."

The Colonial Secretary added that, if the road were considered to be suitable for heavy traffic, he did not see any reason why the Government should raise objections to motor 'buses' using the route. He thought, however, that it would be somewhat of a strain on the engines. "Even in Garden Road," he said, "you see the 'buses' fighting their way up." He agreed, however, that by making bands and deflections, the gradient could be lessened, but only at considerable cost.

The road at present has been constructed as far as 100 yards east of May Road Station, but there is a likelihood that it will be continued as far as Queen's Gardens at an early date.

Motor Bus Service.
In an interview with the China Mail this morning, Mr. P. H. Suckling, A.S.A., General Manager of the Hong Kong and Shanghai Hotels Co., Ltd., informed our representative that the scheme was new to him. "It has certainly not been mentioned before to the Company," he added. Asked whether his Company would decide to run a motor bus service on the new road when it

MAKING CHINESE TALKIES.

Scheme of An Important
British Organisation.
LAUDABLE ENTERPRISE.

Authoritative information has reached the China Mail that a large British film organisation, co-operating with a local Company which has recently acquired executive offices in Hong Kong, is about to embark on an extensive scheme for making Chinese talking pictures in Hong Kong.

The China Mail learns that several weeks ago, a representative of the British organisation, which is said to have not only the controlling interest in the latest film production studios in Britain but also control a chain of talking-picture theatres throughout Great Britain, spent several days in Hong Kong, and with the local agents of the concern, chose a site for the erection of extensive studios near Lai-chi-kok.

Studio to Cost \$250,000.

The plans for the studio building are already in preparation and will cost in the neighbourhood of \$250,000. In them will be installed the very latest apparatus for the production of talking films, including reproduction in natural colours. It is also understood that plans have been completed for the reproduction to be in three Chinese dialects—Cantonese, Hokenese, and Teuchese—and later will include one or more of the northern dialects.

The operations of the new Company are being kept very quiet, but it is evident that the preparations have gone well ahead and it is expected that the first Chinese talkies will be ready for distribution in the Far Eastern market by February next.

New and Promising Angle.
The fact that the British film magnates have realised the importance of the talkie business in the Chinese languages is significant. In the days of the silent film, the British made little progress in the Far East, but the recent reorganisation and amalgamation of the best interests in British filmdom, backed by very strong financial support, has given the whole industry in Great Britain a new and promising angle. The British were the first to realise the importance of the multi-lingual talking-picture, and they are evidently following up this policy to secure a firm foothold in the Far Eastern market with Chinese films made under British supervision.

Work for 3,000 Persons.
It is said that the new business in Hong Kong will give employment to a total of 3,000 workers, and that it has the keen support of those in authority.

The Metropolitan Police are searching for a man, aged about 25, who attacked a young woman in Knapesborough Place, Kensington, S.W., and snatched her handbag, which contained £3 and a cheque book.

in the Colony, and the Government's apparent desire to curtail costs and expenditure to a minimum, he thought that it would be far more practicable, and to the benefit of the public, to continue the road from Bowen Road to Conduit Road, instead of launching out on so expensive a scheme.

He concluded by stating that the Peak Tramways Co. had no intention at present of constructing another tram line from any other part of the Peak. They had no monopoly or sole rights for tramways on the Peak and any other company was perfectly at liberty to construct a competitive line, if Government sanction were obtained.

WORK OF IMPERIAL CONFERENCE.

Discussion on Empire
Broadcasting.
DISARMAMENT TALK.

Rugby, Yesterday.
These was no setting of the heads of the delegates to the Imperial Conference to-day, but the work of the Committees continued.

The Communications Committee further considered various aspects of Empire broadcasting, and the Committee on arbitration and disarmament, and the General Economic Committee also met.

The Canadian delegate Mr. Maurice Dupre, presided over the Arbitration Committee, to which a discussion on the general act was commenced. It will be continued to-morrow. The Committee agenda includes three main items—firstly, a general act for the pacific settlement of international disputes; secondly, amendments to the League of Nations Covenant; and thirdly, the question of disarmament in general with special reference to a general disarmament convention.

The Foreign Secretary, Mr. A. Henderson, at Geneva in September announced that the United Kingdom Government was prepared in principle to accept a general act which seeks to extend the field of international conciliation and arbitration to cover not merely justifiable disputes which, under the optional clause, are referred to The Hague, but all disputes subject to reservations which are known. While accepting the principle Mr. Henderson reserved his signature until the matter was discussed at the Imperial Conference. Some of the Dominions also preferred to await the Conference discussions which now are proceeding.

The General Economic Committee to-day discussed questions of marks of origin of Empire products and shipping services available in various parts of the Empire.—British Wireless Service.

RABIES IN NEW TERRITORIES.

Owing to the occurrence of a case of rabies in the Sha Tau Kok District of the New Territories it has been found necessary to reimpose the regulation by which no dog may be brought from the New Territories (other than New Kowloon) into any other part of the Colony without a permit in writing from the Colonial Veterinary Surgeon.

The late Mr. Frederick Stirling Newall, a director of Messrs. Turner and Newall, Limited, manufacturers of asbestos goods and pharmaceutical products, and a former High Sheriff of Durham, left £207,384, and it is estimated that death duties will exceed £280,000.

STILL FAIR.

The Royal Observatory's weather report to-day states: The anti-cyclone is central to the N.E. of Korea pressure is low over the Visayas.

Forecast:—N.E. winds, moderate; fair.

Rainfall.

Rainfall to 10 a.m. to-day nil. Rainfall since January 1, 94.75 inches against an average of 79.17 inches.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	75
Macao	74
Pratas Island	79
Manila	76
Manila	76
Foochow	75
Amoy	73
Swatow	71
Chefoo	50
Shanghai	65

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BUYING A CAR.

FIAT THAT WAS CALLED A
"TROT."

AN UNUSUAL ACTION.

In the Summary Court this morning, Mr. Justice Jacks delivered judgment in a case in which Mahan Singh, of Parkes Street, Yaumatei, sued B. R. Iranee, of 44, Wyndham Street, for \$1,000, in connection with the sale of a Fiat cabriolet motor-car, No. 2058.

Plaintiff originally claimed \$1,040, but waived the \$40 in order to bring the action within summary jurisdiction.

A Complicated Affair.

In delivering judgment for plaintiff, His Lordship said:—

The facts in this case are as follows:—In May of this year George Rouviere agreed to purchase from Messrs. A. Goeke and Co., one Fiat 520 cabriolet, engine No. 218176. The purchase price was \$2,800 Hong Kong currency, of which \$1,000 was paid in cash, and the balance was to be paid in monthly instalments. On June 6 Rouviere borrowed \$1,000 from the plaintiff and gave him as security a bill of sale on the "Trot" two-seater motor car, No. 2058, engine No. 218176, private motor car. This bill of sale was duly registered.

Car Transferred.

On July 13 plaintiff heard that Rouviere had left the Colony, and on making enquiries at the Traffic Department learned that the car No. 2058 had been transferred to the defendant. On July 29 the plaintiff's solicitor wrote to the defendant, and after stating that one Trot two-seater motor car, engine No. 218176, Private motor car licence No. 2058, had been assigned to the plaintiff by a duly registered bill of sale, formally requested the delivery-up of the said motor car. The defendant was in an unfortunate position, for in addition to this claim by the plaintiff, the vendors who had sold the car to Rouviere had been making some kind of claim on him in respect of the unpaid balance of the purchase money.

On July 30 the defendant's solicitors, who were then in possession of the particulars of the vendors' claim, wrote and asked for further particulars of the plaintiff's claim. Further correspondence and interviews took place between the plaintiff's and defendant's solicitors which did not result in the delivery of the car to the plaintiff, who issued a writ in this action on August 30, claiming damages for the wrongful conversion of this car to the defendant's own use.

Question of Identity.

The first point to be considered is the identity of the car dealt with in three transactions which I have mentioned.

The car sold to Rouviere was a Fiat 520 cabriolet, engine No. 218176, and it had then apparently no car licence number.

The car which was assigned to the plaintiff by Rouviere under the bill of sale is described as one "Trot" 520 two-seater motor car, engine No. 218176, private motor car No. 2058. And the car which was purchased by the defendant from Rouviere is described in his licence as Fiat 508, engine No. 218176, seating capacity two, licence No. 2058.

No evidence was given that Rouviere possessed any other cars. There are two discrepancies in the descriptions. The car is described as a Trot in the bill of sale, a name which is unknown here, but the gentleman who drafted the bill of sale stated in evidence that he knew nothing about motor cars. He copied the particulars from the car licence, and read "Trot," instead of Fiat.

A Natural Error.

The current licence written by the clerk who wrote Rouviere's licence, was produced, and from a perusal of it I am of opinion that such a mistake might easily be made by any one unacquainted with the name of manufacturers of cars; in other respects I am quite satisfied that the description of the car given in the bill of sale is sufficient to enable the car to be identified as the car which Rouviere purchased a few weeks earlier. It was as far as is known the only car he possessed; it was a 520, it was a two-seater, and it bore the same engine number. The private car licence No. 2058 was presumably given after Rouviere bought the car.

(Continued on Page 2.)

'WAR COUNCIL' HEAD SENT TO JAIL.

Six Months' Each for
Congress Leaders.
UNLAWFUL SOCIETIES.

Bombay, Yesterday.
Nagin Das, President of the Bombay "War Council," and K. F. Nariman, President of the Bombay League of Youth, have been sentenced to six months' imprisonment each. Over 180 members of unlawful associations have been arrested in Bombay.—Reuter.

A Week's Review.

Rugby, Yesterday.

The Government of India's appreciation of the situation up to October 11 states that the latest provincial reports for the most part record continued improvement in the general situation in internal India. This is particularly marked in Madras, Bengal, and Punjab, and in the first-named province the civil disobedience movement has now practically ceased to exist.

In the United Provinces there has also been an improvement, but activities in some districts have made it necessary for the local Government to declare unlawful a number of local associations.

The agitation is reported to be on the decline in the Central Provinces, and the breach of forest laws is now on a much smaller scale than a few weeks ago, although a further clash with the Police arising out of this form of lawlessness has been reported.

The picketing of liquor shops is almost in abeyance, but, as in several other provinces, one result of the crusade against licensed shops has been an increase in illicit distillation.

Bihar and Orissa continue to record a steady improvement, but the prevalence of illegal activities in some districts necessitates arrests on considerable scale.

Apologies a Feature.

On the other hand, the number of those who offer apologies is increasing, and this feature is common to most provinces.

The boycott of foreign goods is the main plank of the Congress programme, and in Bombay attempts are being made to extend picketing to provision and other shops. The revolt of Indian dealers is growing, and several provinces report that foreign cloth is being sold openly in many places, but so far as purchase of new stocks is concerned there has not yet been a definite breakaway from the boycott in large distributing centres, where trade conditions remain in a deplorable state.

A Spectacular Move.

During the week there has been some talk in Congress quarters of an attempt to set up in some directions a parallel system of Government. A similar experiment was tried during the non-co-operation movement in 1921-22 and definitely failed. It is not improbable, that it has been put forward at this stage as a spectacular move which may revive flagging interest.

Unlawful Associations.

The Unlawful Association Ordinance was promulgated during the week and confers powers by which the Government can occupy land and buildings used for the purpose of associations that have been declared unlawful, and it can forfeit movable property used for the same purpose. It also contains provisions making membership of unlawful associations a cognisable offence, and this is now operative throughout British India.

Special Value.

Provisions relating to property have been extended in the first instance to the Bombay Presidency only, and the local Government has already taken action under it in Gujarat and the suburban districts of Bombay.

The Ordinance should be of special value in dealing with the situation in Gujarat, where the support given to the movement in its early stages was more on a mass scale than elsewhere, and the Congress succeeded in establishing a firm hold in many villages of the districts concerned. Their headquarters are often established in the finest houses in the village and serve as centres from which volunteers incite people of

MR. BALDWIN'S TORY UTOPIA.

Steps for the Economic
Unity of Empire.
CANADA'S GREAT OFFER

London, Yesterday.
The Conservative policy, whenever the Party returns to power, is set forth in a letter from Mr. Stanley Baldwin to Mr. Neville Chamberlain, Chairman of the Party organisation.

This the ex-Premier summarises at the close of a long statement as rigorous economy; reduction of taxation; a thorough reform of unemployment insurance; a system of effective protection for our manufacturing industries against foreign competition by the immediate introduction of an emergency tariff; a guaranteed wheat price for the British farmer; combined with a tax on foreign maling, barley, and the prevention of dumping of foreign costs and other produce; a system to secure a definite market for Home grown and Empire wheat, and finally, concerted action with the Dominions in order to promote the economic unity of the Empire. He says that the Conservative Party accepts the principle of Imperial preference contained in Mr. R. B. Bennett's proposals.

Fierce Competition.
Mr. Bennett, the Canadian Premier, in a broadcast talk to-day, referred to his offer of a 10 per cent. preference, and said that it would be either accepted or rejected, but the decision would be momentous, and he considered it his duty to say that if "This opportunity for closer Empire economic relations is not seized, it may not come again." That is not a threat but a prediction, founded on basic changes in the conditions of world trade, namely, great industrialisation and fierce competition.

Taxes on Everything.

"There is done in it for everybody except the working class," commented Mr. Ramsay MacDonald in an interview with the Daily Herald on Mr. Baldwin's statement of policy. He declared: "It is a queer mixture, meant to square up the differences within his party, which Mr. Baldwin has hitherto manfully fought." A very good sub-title to it would be "I will haul down my flag."

The Daily Herald characterises Mr. Baldwin's statement as "A Tory plan for taxes on everything."—Reuter.

the countryside to commit breaches of the law and to refuse payment of land revenue.

Salutary Effect Expected.
For some weeks past a vigorous campaign has been in progress to persuade people not to pay the next instalment of land revenue. A declaration as being unlawful of the association responsible for these activities, and the occupation of the headquarters of the more important of them, should have a salutary effect on the situation.—British Wireless Service.

Earlier News.

Bombay, Yesterday.
Other Congress organisations which have been raised include a number of volunteer camps and a women's picketers' organisation.

The total number of arrests is 125, including Nagin Das, the president of the Bombay "war council."

Military and police are standing by in readiness for emergencies, and armed police are stationed at four strategic centres in North Bombay.

The Bombay Government has issued a Gazette Extraordinary declaring that thirty-eight Congress and allied organisations in the city are unlawful associations.

Bombay, Later.

K. F. Nariman, the president of the Bombay League of Youth, has been arrested.

Most of those arrested in the Congress raids have been sentenced to three months' and four months' rigorous imprisonment.

Usman Sobhani has been nominated the next president of the new Bombay "war council," which is expected to function immediately and will consist exclusively of Moslems, over a hundred of whom have already offered themselves for nomination.—Reuter.



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NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Europe
S.S. "TEVERE"	Nov. 8	Nov. 8
M.V. "HILDA"	Nov. 9	Nov. 20
S.S. "CRACOVIA"	Nov. 20	Dec. 9
M.V. "COL DI LANA"	Oct. 31	Dec. 9

Passenger Steamer with First & Second Class Accommodation.

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	
SHINYO MARU	Sunday, 19th October at 6 a.m.
TATSUTA MARU	Thursday, 30th October.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	
HIYO MARU	Wednesday, 22nd October.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	
HAKONE MARU	Saturday, 18th October at 7 a.m.
SUWA MARU	Saturday, 1st Nov. at 11 a.m.
SYDNEY & MELBOURNE via Manila & Ports.	
AKI MARU	Tuesday, 21st October.
KITANO MARU	Tuesday, 18th November.
BOMBAY via Singapore, Penang, & Colombo.	
TOTTORI MARU	Monday, 27th October.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	
BOKUYO MARU	Saturday, 20th November.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
KANAGAWA MARU	Saturday, 18th October.
NEW YORK, BOSTON via Panama.	
* LISBON MARU	Friday, 17th October.
† TSUYAMA MARU	Monday, 10th November.
* Calls Baltimore & Havana.	
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.	
† TOYOOKA MARU	Thursday, 13th November.
CALCUTTA via Singapore, Penang & Rangoon.	
† RANGOON MARU	Wednesday, 29th October.
SHANGHAI, KOBE & YOKOHAMA.	
† CALCUTTA MARU (Mojil direct)	Saturday, 18th October.
† HAKODATE MARU	Monday, 27th October.
HAKUSAN MARU	Friday, 31st October.
† Cargo only.	

For further information apply to: NIPPON YUSEN KAISHA
Telephone 30291. (Private exchange to all departments)

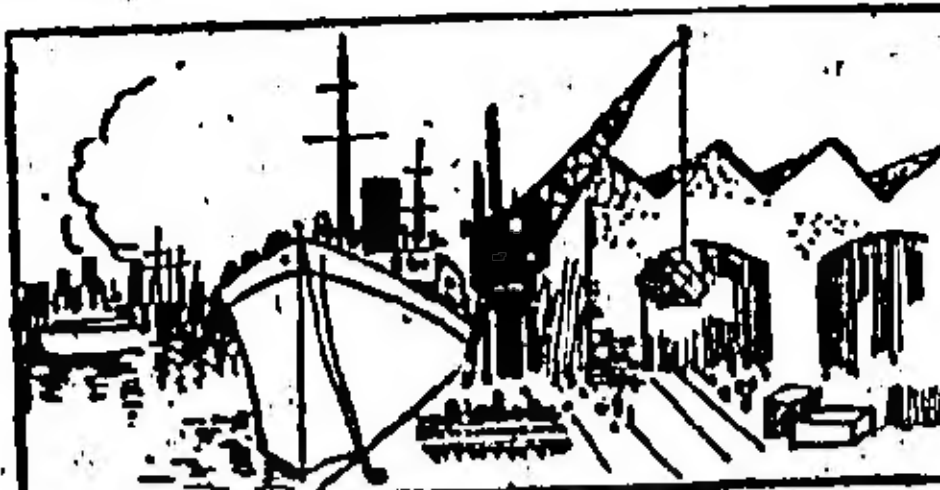
O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore Colombo, Suez, and Port Said.	AMUR MARU	Saturday, 8th November.
SIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.	SANTOS MARU	Thursday, 30th October.
EIO DE JANEIRO	Friday, 28th November.	
BOMBAY—Via Singapore & Colombo.	BORNEO MARU	Sunday, 19th October.
SHUNKO MARU (Calls at Karachi)	Monday, 3rd November.	
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZAN- ZIBAR & MOMBASA—Via Singapore & Colombo.	PANAMA MARU	Wednesday, 6th November.
CALCUTTA—Via Singapore, Penang & Rangoon.	SEATTLE MARU	Saturday, 18th October.
HIMALAYA MARU	Saturday, 1st November.	
VICTORIA, SEATTLE, TACOMA & VANCOUVER.	ARIZONA MARU (from Shanghai)	Monday, 20th October.
MELBOURNE—Via Manila, Brisbane & Sydney.	MELBOURNE MARU	Thursday, 6th November.
HAIPHONG—Via Hobeow & Pakhoi.	NEW YORK—Via Japan ports & Panama.	
LOS ANGELES, PANAMA, NEW YORK, BOSTON, BALTIMORE, AND PHILADELPHIA.	SANTO MARU	Saturday, 25th October.
JAPAN PORTS.	TACOMA MARU	Friday, 24th October.
BATAVIA MARU	Monday, 10th November.	
KEELUNG—Via Swatow & Amoy.	TAKAO—Via Swatow & Amoy.	
TAKAO & KEELUNG.	BATAVIA MARU	Monday, 10th November.
For further particulars please apply to—	OSAKA GHOSEN KAISHA.	
	M. TAKUCHI, Manager.	

For further particulars please apply to: OSAKA SHOSEN KAISHA.
Tel. 20001. W. TAKEUCHI, Manager.

Donations and Subscriptions must now
be sent to the Hon. Treasurer, Mrs. H. E.
Goldsmith, 525, The Peak.
HONG KONG BENEVOLENT SOCIETY



Shipping Intelligence.

SHIPPING'S GREATEST CRISIS.

Rationalisation Killing Initiative.

SHIPBROKERS' PRESENTATION.

Mr. Norman McCallum presided over the annual meeting of the Liverpool District Association of Chartered Shipbrokers.

The Chairman, in proposing the adoption of the report and accounts, said they met at a time when business was in a parlous state and shipping passing through probably the greatest crisis the industry had experienced in their time. Led by financiers and politicians, the country appeared to idolise the theory of rationalisation. He ventured to predict that the time was not far distant when over-centralisation of commerce, under the control of small groups, would prove a failure, and that derationalisation would inevitably ensue.

Certain of their members asked occasionally, "What is the institute doing?" Surely it was being done in a quiet way. Members had benefited financially by the scale of agency charges, and slowly but surely the institute was becoming more and more recognised at home and abroad; even by Government departments its voice was listened to seriously. Its influence in shipping matters was invaluable, and they had the knowledge that behind them there was a recognised organisation that would continue to be of the greatest possible benefit to the profession as a whole.

Their honorary treasurer, Mr. Dowler, whom they were glad to see with them restored to health, informed him that the invested funds amounted to £1,003 15s. 5d., with cash in bank £235 2s., showing total assets of £1,238 17s. 5d., an increase over last year of £125 15s. 9d. (Hear, hear).

Too Pessimistic.
The year under review was marked by an unusual number of deaths, whose names are record-

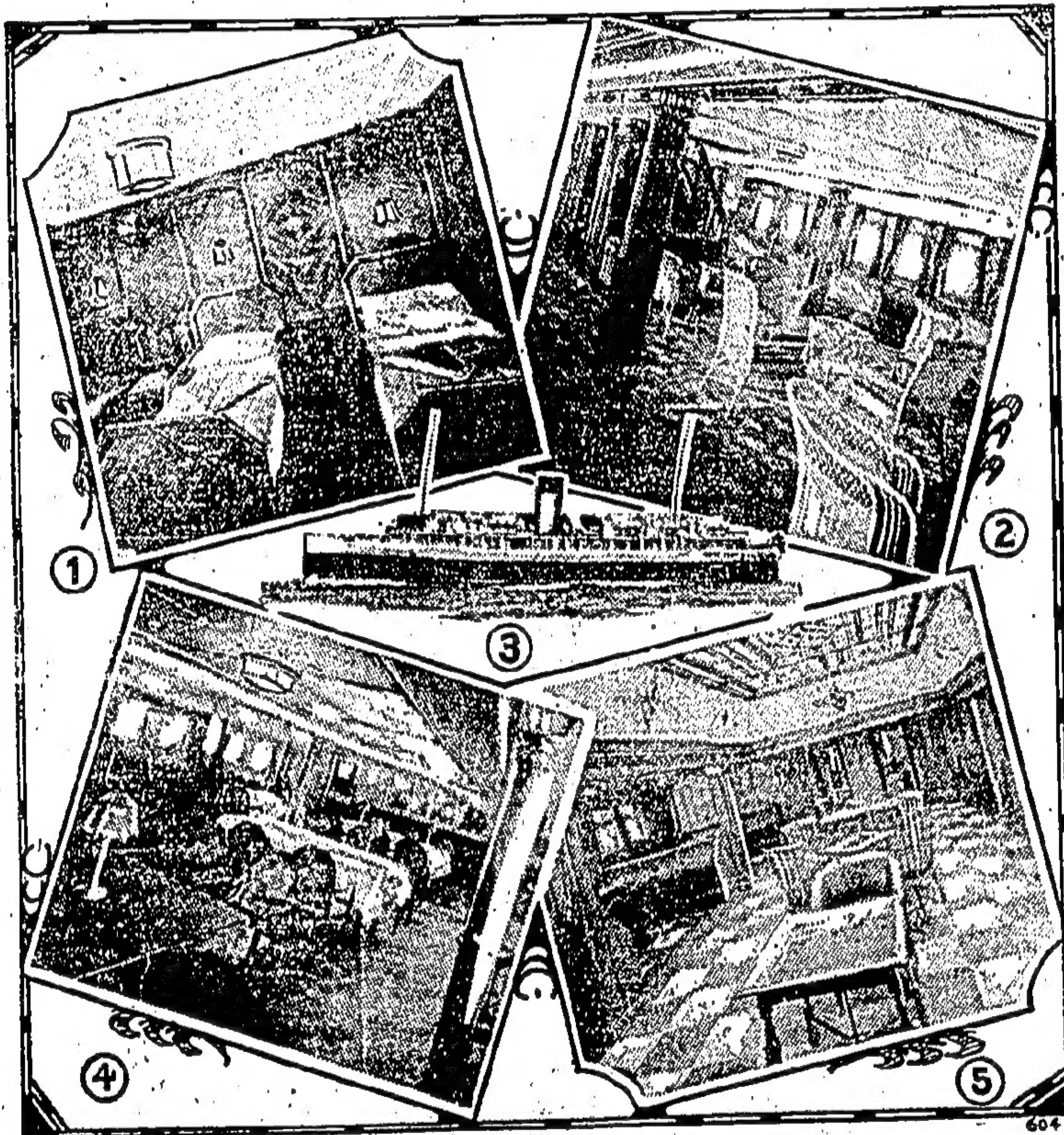
said Mr. Coker had for two years sought to be relieved of the position of hon. secretary. They could not afford to dispense with his valuable assistance, and he was certain the time had now come for Mr. Coker's long services to be recognised in substantial form. (Hear, hear). Mr. Coker had acted as hon. secretary to this association since its formation nearly thirteen years ago, and apart from this his invaluable services representing Liverpool at the incorporation of this association with the Institute of Chartered Shipbrokers could not be overestimated. He spoke from actual experience, having served with him at that time. Mr. Coker suitably responded.

B.I. LINERS.

SOUTHAMPTON AS CHIEF OUT- WARD PASSENGER PORT.

London, Sept. 18.
Starting in October British India liners will make Southampton their chief outward passenger port, instead of London.

"Princess Helene" is a Princess Indeed

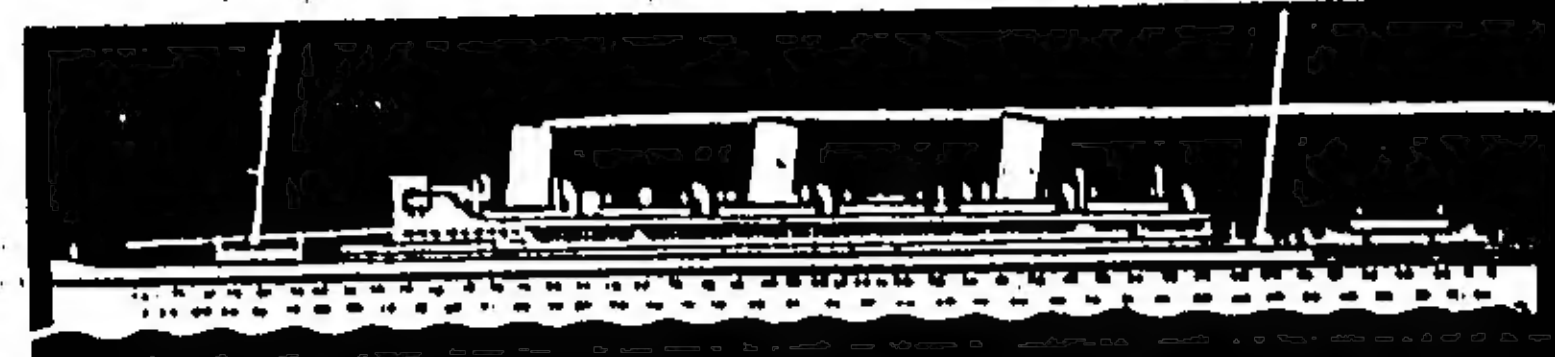


The new "Princess Helene" which has just entered the service of the Canadian Pacific Railway Company, is worthy of her title in every respect. She is the last word in speed and comfort, and her accommodation, as is shown by the above pictures, compares favorably with liner-class ships. 1. A bed-

As many view it, rationalisation must kill initiative and individual responsibility, it meant perpetual servitude with little or no prospect for the majority of workers, which would surely affect the morale of the nation. This must strike the shipbroker, who had to make his way by his own initiative. They could point to many most successful ship-owners who obtained their education as shipbrokers. (Hear, hear). The term rationalisation was, he believed, adopted from the Germans, and appeared to be an economic theory in opposition to the old theory of individualism with unrestricted competition, with its wasteful duplication and violent alternatives of slumps and booms. It stood for the creation of greater order and efficiency and the direction of business so as to secure the greatest benefit for the general community. In practice, however, the effect of rationalisation, as far as the ordinary commercial man could ascertain, appeared to be an increase in unemployment, and judging by the values ruling for shares in some combines financial chaos.

End of Great Combines?
There were signs in the shipping world that some of the great combines were not unlikely to be dismembered. While this might bring hardship to investors, it should ultimately turn out to be a blessing to workers and the shipbroker, who, he believed, again came into his own. He should hope to see Liverpool vessels return to Liverpool control, as well as the creation of new shipowners here and elsewhere.

ed with sympathy and regret: Mr. Richard Goodyear, Sir Arnold Rushton, Mr. W. W. Kellock, Mr. J. W. Brown, Mr. H. E. Drain, Mr. J. A. Draper, Mr. R. H. Hughes, and Mr. W. W. Williams. He was glad to report that four new members had been enrolled, and one Associate elected as a Fellow. The total membership of the Liverpool branch at the close of the year under review was 184. He would like to sound a note of optimism. There was no doubt that trade, not only in their country, but throughout the world, was in a bad state; at the same time he suggested that, though recovery may be slow, many people were prone to be too pessimistic. Their great aim should be economy, which must be practised not only in Parliament, but by local councils throughout the country. Taxation totalling £15 per head of the population was appalling, and not nearly approached by any other nation. In spite of the excessive burden of direct and indirect taxation, they as a nation stood second to none. Mr. E. A. Behrend seconded, and the resolution was adopted. Mr. H. E. Lloyd was elected a member of the committee, and Messrs. Harwood, Banner and Son were re-appointed auditors. Mr. Norman McCallum was re-elected chairman for the ensuing year at a committee meeting following the general meeting. Recognition of Hon. Secretary's Services.
The Chairman, in making a presentation to the Hon. Secretary (Mr. Alfred Coker, Jun.)



LARGEST AND FASTEST SHIPS ACROSS THE PACIFIC

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Canadian Pacific Representatives meet ships at all ports to give advice and render assistance.

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ALL THE WAY

CANADIAN PACIFIC WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE

OCTOBER SAILINGS.

DEPARTURE HOURS:
Hong Kong 5.30 p.m. Wuchow 2 p.m.

S.S. "TAI HING"

[1,068 tons—Capt. Trotter.]

OCTOBER.

TUES. 21st. MON. 27th

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

OCTOBER.

SAT. 18th WED. 29th

THURS. 23rd

For information apply to

KWONG WING Co., Ltd.

29, Connaught Road, West,
Phone 20893.

WARSHIPS IN PORT

The following British warships are in harbour to-day:

Herald—No. 4 buoy.
Magnolia—In dock.
Moth—No. 7 buoy.
Tamar—Basin.
Seraph—East wall dock.
Tarantula—In dock.
Foreign.
Adamastor—Portuguese cruiser.

CONSIGNEES' NOTICES

Consignees of cargo ex s.s. City of Johannesburg are reminded to take delivery of their goods which will be subject to rent after October 21.

Consignees of cargo ex s.s. Benmacdhuil are reminded to take delivery of their goods which will be subject to rent after October 22.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF HEREFORD" London, Rotterdam & Hamburg 9th November.
S.S. "CITY OF ROUBAIX" London, Rotterdam & Hamburg 8th December.

NEW YORK, BOSTON, & BALTIMORE ... AMERICAN & MANCHURIAN LINE

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK, & BALTIMORE ... AMERICAN & ORIENTAL LINE

M.V. "TAYBANK" 1st November.
M.V. "TWEEDBANK" 4th December.

MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE

S.S. "TINHOW" 5th November.

Loading for Mauritius, Réunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilmane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to:

THE BANK LINE, LTD.
Telephone 27791.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination
*MIRZAPORE	6,715	16th Oct.	Straits, Colombo & Bombay.
*KAYDER	9,114	25th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
*MACEDONIA	11,120	8th Nov.	Bombay, Marseilles & London.
*KIDDERPORE	5,334	11th Nov.	Straits, Colombo & Bombay.
*NAGPORE	5,283	16th Nov.	Marseilles, London, Hull, Rotterdam & Antwerp.
*KARMALA	9,128	22nd Nov.	Marseilles, London, Hull, Rotterdam & Antwerp.
*RAWALPINDI	10,619	6th Dec.	Bombay, Marseilles & London.
*KALYAN	9,144	20th Dec.	Marseilles, London, Hull, Rotterdam & Antwerp.
*LAHORE	5,304	27th Dec.	Marseilles, London, Hull, Rotterdam & Antwerp.
*RANGHRI	10,650	3rd Jan.	Bombay, Marseilles & London.
*JEYPORE	5,318	10th Jan.	Marseilles, London, Hull, Rotterdam & Antwerp.
*KASHMIR	8,985	17th Jan.	Marseilles, London, Hull, Rotterdam & Antwerp.
*COMORIN	15,132	31st Jan.	Bombay, Marseilles & London.

* Cargo only. † Calls Carablanca.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TALAWA	10,000	1930	Singapore, Penang & Calcutta.
TALAMBA	8,018	24th Oct.	Singapore, Penang & Calcutta.
TALMA	10,000	27th Nov.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

NELLORE	8,853	31st Oct.	Manila, Thursday Island, Townsville.
TANDA	8,968	5th Dec.	Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	2nd Jan.	

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Hilo,
Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports en route as in-
ducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to London via Suez Canal.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KARMALA	9,128	18th Oct.	Shanghai, Moji, Kobe & Yokohama.
*BENALLA	—	18th Oct.	Shanghai & Kobe.
TALAMBA	8,018	22nd Oct.	Amoy, Shanghai, Moji, Kobe, Yoko- hama & Osaka.
MACEDONIA	11,120	23rd Oct.	Shanghai, Moji, Kobe & Yokohama.
*TAIORE	5,304	1st Nov.	Amoy, Moji, Kobe & Yokohama.
*RAWALPINDI	10,619	5th Nov.	Shanghai, Moji, Kobe & Yokohama.
TANDA	8,968	7th Nov.	Shanghai, Moji, Kobe, Osaka & Yama.
TAKADA	9,144	14th Nov.	Amoy, Moji & Kobe.
*JEYPORE	5,318	22nd Nov.	Shanghai, Moji, Kobe, Osaka & Yama.
*KALYAN	9,144	22nd Nov.	Shanghai, Moji, Kobe & Yokohama.
*RANGHRI	10,650	15th Dec.	Shanghai, Moji, Kobe & Yokohama.
*KASHMIR	8,985	20th Dec.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received

at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to—

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P. & O. Building, Connaught Rd. C, Hong Kong. Agents.

THE KWONG HIP LUNG CO. LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and
IRON WORKERS. All work done in this establishment is guaranteed.

We have over thirty years' experience. We own two Shipyards and can
accommodate any craft of 200 feet long.

Works Office: 64, Connaught Road Central, Hong Kong. Tel. 2745.

Shipyards: Sham Shui Po, Kowloon. Tel. 2745.

Estimates furnished on application.

Hong Kong, April 1, 1934.

PASSENGER LISTS

ARRIVALS.

Per m.v. Hiye Maru from Van-
couver on October 14:—
P. Pohelajral, H. Etori, Mrs.
Y. Nikaido, Miss D. B. Overton,
Mrs. D. B. Overton, Mrs. B. G.
Simpson, Miss J. B. Hutton,
Haywood Hunter, F. M. Harden,
Mrs. E. P. Harden, Master H. R.
Harden, Miss S. E. Harden, A.
Willson, T. Nikaido, Tanawilly, R.
Nawalral, F. Pole van Coucellas,
I. W. Mordochanich, Mrs. W. A.
Kinney, Mrs. E. C. Murphy, Miss
E. L. Murphy, Mrs. P. W.
Robertson, T. Kuzuno, Miss S.
Kuzuno, W. R. Hayes, Mrs. M. A.
Hayes, L. F. Lopez, Mrs. A. F.
Lopez, Miss L. Lopez, Mrs. J.
Carnelissen, Mrs. C. F. Alwaila,
Mrs. E. Bondzinskina, Master
Boris Bondzinskina, Miss Mary
Bondzinskina.

DEPARTURES

Per a.s. Empress of Asia on Oc-
tober 15:—
Mr. and Mrs. R. N. Allen, Miss
R. Allen, Miss L. M. Baird, W. B.
Coleman, Mr. and Mrs. H. A.
Cornell, Major C. L. Campbell,
W. F. Duddman, J. G. Dill, Rev.
P. Gabriel, Mr. and Mrs. J. J.
Lennox, Thomson, L. de Lucas,
Mrs. B. L. Lewis, Miss E. Lucas,
Mr. and Mrs. C. E. Meyer, Master
M. H. Meyer, Mr. and Mrs. L. N.
Murphy, W. L. Narmeyer, G. H.
Nason, Mrs. G. E. Reid, Col. and
Mrs. C. R. U. Saville, Mr. and
Mrs. R. H. Smith, Mr. and Mrs.
G. G. N. Tinson, Mr. and Mrs.
Verches, P. Poch, Hon. Mr. J. R.
Wood.

Per m.s. Terukuni Maru for
Japan via Shanghai on October
15:—
George Manfred Miss S. J.
Marks, Miss A. E. Marks, C. M.
Mehler, W. S. Dooley, Mrs. E. S.
Dooley.

ARRIVALS OF SHIPS.

Tuesday, Oct. 14.
Hiye Maru, Japanese m.s., 1,621
tons, Capt. S. Takahashi, from
Yokohama via Shanghai, Kow-
loon Wharf.—N.Y.K.
Tai Poo Sek, French str., 1,219
tons, Capt. M. Paul, from
K. C. Wan, buoy No. C35.—
Wo Hop & Co.

Terukuni Maru, Japanese m.s.,
11,931 tons, Capt. T. Sekine,
from Singapore, Kowloon
Wharf.—N.Y.K.
Tijiliwong, Dutch str., 4,309 tons,
Capt. W. F. H. Burger, from
Sandakan, buoy No. A7.—
J.C.J.L.

Wednesday, Oct. 17.
Echmaadhu, British str., 4,198
tons, Capt. J. R. Bothwell,
from Manila, Kowloon Wharf.
—Gibb Livingstone.

Chinhuu, British str., 1,353 tons,
Capt. A. N. Taylor, from
Canton, buoy No. B11.—
B. & S.

Chung Kong, Chinese str., 447
tons, Capt. Kwok Shau from
Touane, buoy No. C46.—Yau
Lee & Co.

Corona, Norwegian str., 1,553 tons,
Capt. E. Stormer, from Chin-
wangtao, buoy No. B50.—
Dodwell & Co.

Dakar Maru, Japanese str., 4,383
tons, Capt. S. Kuba, from
Singapore, Kowloon Wharf.—
N.Y.K.

Hai Yang, British str., 1,363 tons,
Capt. Erwin, from Foochow,
Amoy and Swatow, Douglas
Wharf.—Douglas & Co.

Hozan Maru, Japanese str., 2,347
tons, Capt. H. Oyama, from
Swatow, O.S.K. Wharf.—
O.S.K.

Hydrangea, British str., 561 tons,
Capt. P. W. Grierson, from
Swatow, Chiu On Wharf.—
Chiu On & Co.

Kanchow, British str., 1,222 tons,
Captain R. H. Fairley, from
Canton, Stonecutters.—B. & S.

Liang Chow, British str., 1,220
tons, Capt. John Taylor, from
Hoihow, buoy No. B13.—
B. & S.

Tijikaraag, Dutch str., 6,064 tons,
Capt. P. Hopman, from Tan-
jong Pandan, buoy No. A2.—
J.C.J.L.

Talsan, British str., 2,100 tons,
Capt. J. Tinson, from Canton,
buoy No. B38.—B. & S.

Van Heuts, Dutch str., 2,749
tons, Capt. J. Groothoff, from
Singapore, buoy No. A4.—
J.C.J.L.

HONG KONG AND MACAO LINE in Good Speed S.S. CHUEN CHOW

Daily Sailing from Hong Kong at 2.00 p.m.
Sailing from Macao at 7.50 a.m.
Sundays excepted.

Freight and Passage apply:—

CHUEN ON STEAM BOAT CO., LTD.
241, Des Voeux Road C. Tel. 26061.

IMPERIAL PORTS.

WORK OF SHIPPING COMMITTEE.

In the report of the work of the
Imperial Shipping Committee,
June, 1926, to May, 1930, refer-
ence is made to many port de-
velopment or improvement
schemes which the committee
have had under consideration. It
is pointed out that in dealing
with these questions, the com-
mittee have invariably found it
necessary to regard the proposals
from a wider and more general
point of view than that indicated
in the actual question put to them
for reference.

Since their previous progress
report in 1926, the committee
have reported on the harbours of
Nigeria and on the harbours of
Mombasa, Dar-es-Salaam and
Singapore. In each case the re-
port to the Governments concern-
ed has been published.

They have also had under con-
sideration the development of
Hong Kong Harbour. This ques-
tion has formed the subject of
two interim reports to the Colon-
ial Office, which, however, were
not published as they dealt with
matters of particular and not of
general interest. Among other
questions considered since 1926
have been a complaint in regard
to opportunities for shipment of
cargo from the Falkland Islands,
a scheme for the extension and
development of Famagusta Har-
bour, Cyprus, the lighting of the
approach to St. Helena, an in-
quiry from the Nigerian Govern-
ment as to combined berths for
petroleum and palm oil at Lagos
and Port Harcourt, and a scheme
for deep water wharves at Port of
Spain, Trinidad.

Importance of Wider View.
In dealing with questions of
harbour development, the com-
mittee have invariably found it
necessary to regard the proposals
from a wider and more general
point of view than that indicated
in the actual question put to them
for consideration. The import-
ance of this wider view is not
always appreciated in the first in-
stance by the local authorities.
The consulting engineer is obvi-
ously the proper authority to ad-
vise the Government on the spot
in regard to engineering schemes,
but it must not be forgotten that
there are not a few harbours in
the world, excellently equipped,
which have none the less failed to
attract the trade which was
hoped for when they were plan-
ned.

A shipowner expects a profit
from the round voyage of his
vessel and the ports at which that
vessel will call depend on many
considerations, in addition to the
harbour facilities offered. These
wider considerations are likely to
be best appreciated in London
and other head centres of ship-
owning. The committee have re-
garded it as their function to col-
lect these more general considera-
tions and to present them for
timely review on the part of the
local authority. They have had
at least one striking instance of
waste of large sums of money
owing to dependence on the views
merely of local agents.

As regards deep water accom-
modation, in quite considerable
portions of the world the depths
of the Suez and Panama Canals
may be taken as a ruling factor.
The Suez Canal, which is without
locks, is being constantly improv-
ed under schemes adopted for
terms of years, and the principal
harbours, which mainly serve
shipping via Suez may well ad-
just their policies of improve-
ment in accordance with the
policy for the time being of the
Suez Canal Board.

CAPT. A. H. SMITH.

DEATH OF WELL-KNOWN SHIPMASTER.

The death took place, suddenly,
at his residence in Newport-on-
Tay, of Captain Alexander
Henderson Smith, a well-known
retired shipmaster.

Born at Newport in 1865, Cap-
tain Smith was the son of a cap-
tain in the service of the Castle
Line, who, within a few weeks of
his son's birth, lost his life
through drowning in Table Bay.

Captain Smith began his ap-
prenticeship in sail in 1880 in the
prenticeship of the Cape Clear
in command of the Cape Clear
he made a record passage from
Hamburg to San Francisco, aver-
aging 225 miles per day for 55
days. Another fine performance
was his 200 miles a day from Rio
de Janeiro to the Tyne in the
Errol.

In 1904 Captain Smith turned
his attention to steam, when he
was appointed to the Dundonian,
which he commanded till the out-
break of the War. During the
War he was in charge of a Blue
Funnel liner which was torpedoed
off Ceylon, and he only saved him-
self by jumping overboard before
the vessel sank.

He retired about three years
ago, and since then had concen-
trated his activities on working
for the welfare of the people of
his native town of Newport. He
was senior magistrate of the
borough.

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trated his activities on working
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his native town of Newport. He
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borough.

HONG KONG TIDE

The tide-table given below has been
obtained by aid of the Tide-predic-
tion Machine, which includes 40 com-
ponents for the better prediction of
tides, from the result of the analysis
of the tidal observations, taken at
the Kowloon tidal observatory under
the direction of Dr. Doberck during
the years 1897, 1898 and 1899.

The times and heights are given
for Kowloon, but they may be used
for the Victoria Naval Yard and
Aberdeen, the differences being very
small.

The times of high and low-water
must not be considered to coincide
with the times of slack-water and
change of current, the two phenomena
being quite distinct.

October, 16 to 22, 1930.

DATE	HIGH WATER	LOWER WATER
	Standard Time	Standard Time
October	Standard Time	Standard Time
Oct 16	9 48 7.3	1 11 4.5
Oct 17	10 43 7.1	0 18 1.7
Oct 18	11 44 6.8	1 13 4.7
Oct 19	12 44 6.5	1 13 4.7
Oct 20	1 44 6.2	0 18 1.7
Oct 21	2 44 5.9	1 13 4.7
Oct 22	3 44 5.6	0 18 1.7

PRESIDENT LINER SAILINGS

WEEKLY TRANS-PACIFIC SERVICE
To SAN FRANCISCO and
LOS ANGELES.

The Short, Straight Route
to America
Honolulu

Fortnightly sailings on Tuesdays
Pres. Grant, Tues., Oct. 21, 8 a.m.
Pres. Cleveland, Tues., Nov. 4, 8 a.m.
Pres. Pierce, Tues., Nov. 18, 8 a.m.

Fortnightly sailings on Tuesdays
Pres. Grant, Tues., Oct. 21, 8 a.m.
Pres. Cleveland, Tues., Nov. 4, 8 a.m.
Pres. Pierce, Tues., Nov. 18, 8 a.m.

Special through rates to Europe via
United States, Direct connections with all
Atlantic lines. Choice of rail lines across
United States and Canada, liberal stop-over privileges for
sight-seeing.

EUROPE AND NEW YORK DIRECT
ROUND THE WORLD.
Fortnightly sailing on Sunday via Manila, Straits, Colombo,
Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York
and Boston.

Pres. Fillmore, Sun., Oct. 19, 8 a.m.
Pres. Wilson, Sun., Nov. 2, 8 a.m.

TO MANILA
Pres. Lincoln, Oct. 21, 6 p.m.
Pres. Cleveland, Oct. 25, 6 p.m.

Pres. Madison, Nov. 4, 6 p.m.
Pres. Pierce, Nov. 8, 6 p.m.

CANTON BRANCH:—4, SHA KEE STREET.

DOLLAR STEAMSHIP LINES AMERICAN MAIL LINE

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Queen's Buildings, Agents. Telephone 28021

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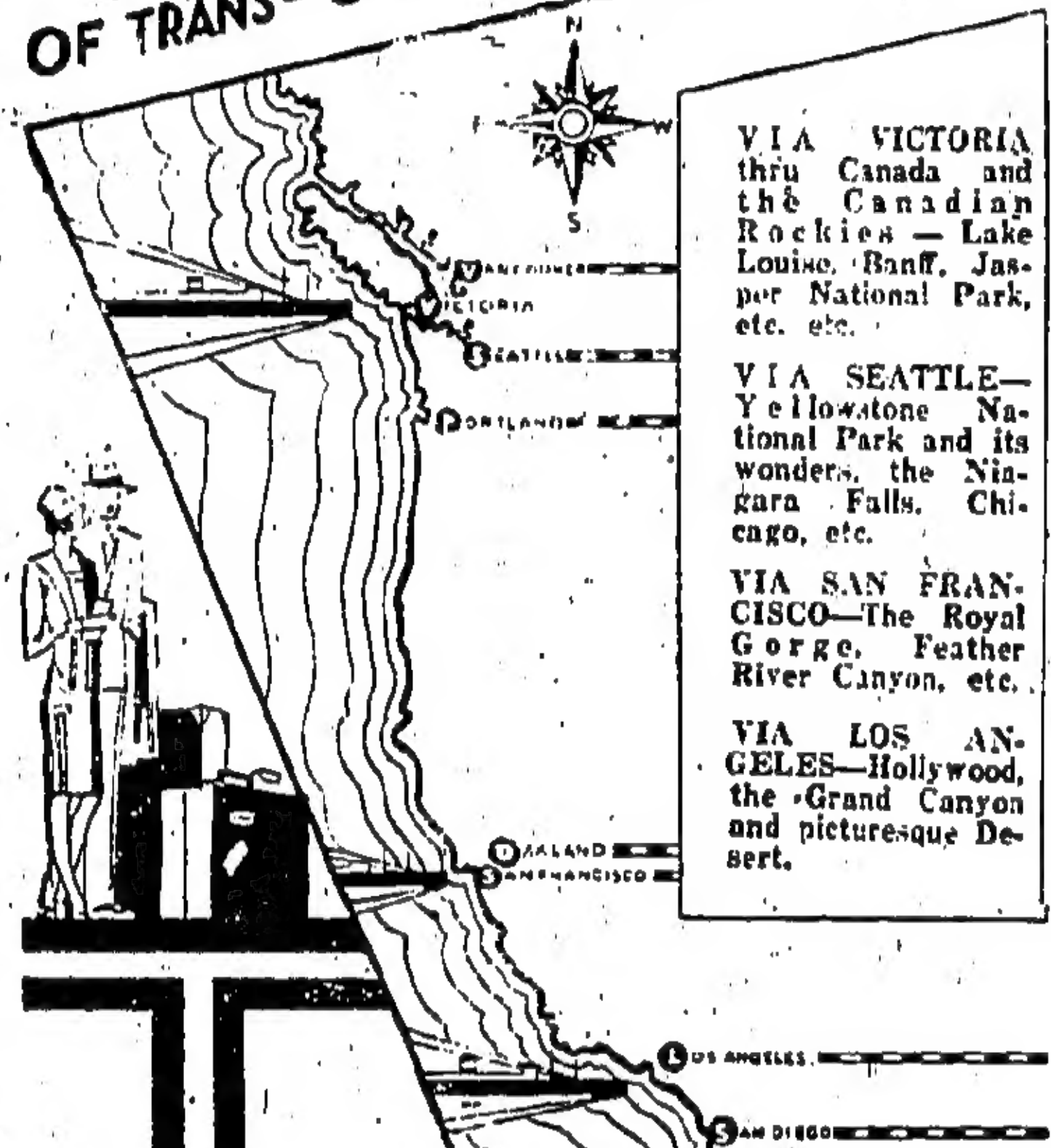
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Hong Kong, Thursday, Oct. 16, 1930.

POWER OF PRESS.

It is the common delusion of many persons in Hong Kong that the local Press has neither influence nor power. People who hold such ideas probably also quite seriously believe, for example, that the Government is influenced by public opinion, and that certain things are done, not because a certain engineer or Treasury official thinks they should be done, but because there is a public demand for them.

The power of the Press lies not in the amount of capital that may be behind a particular newspaper; not in the influence of its directors, or not even to the diatribes of its leading articles. The power of the Press lies exactly in its ability to hit the bull's eye every time. Where there is an injustice, or a grievance, mere purple patches of indignant protest will only irritate the public and amuse the authorities. The only way to rouse both is to draw aside the veil and show by means of actual facts and figures the true position of affairs.

Consistently to carry out such a policy, a paper has of necessity to be fearless and unbiased. A newspaper can only be truly powerful if it sets out sincerely and honestly to reveal the truth for the benefit of the public, and by so doing strive to turn the tide of Government as well as public opinion in a more equitable direction. The Editor of a newspaper may have just as much intelligence, common sense, education, and honesty of purpose as the head of any Government

Department, and if he realises that certain work is not being done efficiently or economically, or that a proposed action is unfair and insensible, he has every right to give the facts of the case to the public and show exactly where and why he believes the Government to be wrong.

Some years ago a local newspaper was responsible for a Home Office enquiry which culminated in the withdrawal of a prominent Government official from the Colony. That was a clear case of abuse of office, and reading the evidence, one cannot but agree that the Editor was perfectly justified in adopting the line of aggression. If that Editor had been a trifle careless, or had failed to collect his evidence to make a *prima facie* case, he would in all probability have lost both his job and his reputation. There is always a risk in attacking in public print an institution of any kind, and it should not be the general policy of a paper to adopt aggressive measures unless it is absolutely necessary in the interests of the common weal; but there are events and occasions which demand a bold procedure and a firm stand.

It is often said by people who are not given to undue use of their brains that the Press has to attack the Government because it has nothing else to say, and because the Government is easy prey, its servants being prohibited from refuting any charges that are made. That, of course, is a ridiculous assertion. A Government, just as any social and commercial organisation, is liable to suffer from mismanagement and inefficiency, especially when the whole system is radically wrong from top to bottom; and in cases where such weaknesses are apparent it is the duty of the public Press to thresh the matter out in print. On the other hand, idle flattery of the Government, or of a particular Department is equally to be avoided, if only because it can have no practical or useful result. A newspaper which adopted the policy of lauding the every action of its Government is fit for no other country than the idealistic Utopia, run by that equally impossible ideal, a perfect Government.

In conclusion, we should like to remind our readers that, however fierce the assault upon the local Government and its activities may sometimes be, it is and has never been even a shadow of those prolonged, personal and violent attacks which are made, with impunity, against the Government of Great Britain by all

the daily newspapers in the United Kingdom. The reason for this wide difference we prefer to leave to our readers to decide for themselves.

News in Brief.

One case of diphtheria—Chinese—was notified from Kowloon yesterday.

Remanded from yesterday by Mr. Butters on a charge of having assaulted a foki, the master of the Lam Lung Kaiting Factory of Tai Nam Street was today convicted and bound over in a bond of \$50 to keep the peace for six months. He was also ordered to pay the foki \$5 damages.

Sentence of six months' hard labour was today passed on an unemployed Chinese coolie who was convicted at Kowloon on a charge of the larceny of \$10 from a compatriot at the Kowloon vegetable market, Waterloo Road. Inspector R. H. E. Marks stated that this was the second larceny of this type in the last three days.

A report was made to the Police yesterday that a \$10 note was handed in at the Hong Kong and Shanghai Bank which had been altered to \$50. The man who passed the note was paid two \$5 notes by the sheriff who thought it was a \$10 note. The man walked away quietly and the discovery was made later. The Police are investigating.

To-day Chan So described as master of a first class passenger boat, was today charged by Sub-Inspector Chevalier before the Marine Magistrate with carrying undesirable women on his boat within the limits of the harbour yesterday. Defendant admitted that he took three girls to a steamer, whereupon the Magistrate imposed a fine of \$50 or six weeks' hard labour, in default.

BUYING A CAR.

(Continued from Page 1.)

More Mistakes.

The car which defendant purchased from Rowiers is according to the official record of the Traffic Department a Fiat 520, engine No. 218176, two-seater, private vehicle licence No. 2058, though in the licence issued to defendant on July 17 the car is described as Fiat 508. The officer who produced the records of the Traffic Department admitted that he prepared this licence and that 508 is an error. I am satisfied that the car dealt with in the three transactions is the same car and that though it was described as a "Fiat," the other particulars give in the bill of sale are sufficient for the purpose of identification in this case.

The principal money due on the bill of sale does not become due until November 5 next, but the defendant withdrew his contention that the plaintiff's action was premature on this account. So I will not deal with this point, nor with the point that "fraudulent removal" had not been proved in this case.

"Specific Demand."

The defendant contended that in an action for conversion the plaintiff must prove a "specific demand" for "specific" goods and a "specific refusal." I am of opinion that the plaintiff's solicitor's letter of July 29 was a specific demand and that the description of the car was sufficiently specific to inform the defendant which particular car was being demanded.

There are circumstances in which a demand of this kind may be refused. The defendant in this case had another claim against him in respect of the same car, but he was in possession of the particulars on which this claim was based, and an immediate search of the bills of sale register would have given him the particulars on which the plaintiff's claim was based. The defendant was in a difficult position as he had bought a car for which he had paid \$2,000 and almost immediately afterwards he received a claim in respect of purchase money, unpaid by his vendor and another claim for \$1,000 by the plaintiff as the holder of a bill of sale on the car.

Verdict for Plaintiff.

These claims required careful consideration; but I think the defendant should have come to a definite decision on them in less than a month. He appears to have thought that he was not bound to come to a conclusion on the plaintiff's claim until some payment was due under the bill of sale and that any action in the meantime by the plaintiff would be premature. He has now admitted that this is not so.

In my opinion the defendant should not have retained the car as long as he has done. I give judgment for the plaintiff for the amount of his claim and costs.

ALL BANDAGED UP, BUT HAPPY.

R.101 Survivors Have
No Flying Nerves.

READY TO GO AGAIN.

London, Yesterday.
Three of the R.101 survivors, wireless operator Disley and Engineers Cook and Savory, all in bandages, arrived at Croydon from Beauvais to-day by air liner. They were sympathetically welcomed by a crowd and all medically examined at the aerodrome. Cook was sent to hospital, but Savory and Disley, who were allowed to go to their homes, were very jolly and said they had enjoyed to-day's flight immensely. Asked if they would go in an airship again if they had the chance, they replied: "Of course. We belong to the R.100." They scorned the idea that their flying nerves had gone.

The survivors, Leech and Bell, who arrived by boat train two days ago, were at the aerodrome to welcome their chums.—Reuter.

Personnel of R.100.

Rugby, Yesterday.
Regarding the suggestion that all reconconditioning work on the airship R.100 had ceased pending a decision on the future of British airships, the present intention of the Air Ministry is to avoid new commitments and the inception of any work which might prove unproductive, but at the same time to avoid as far as possible the discharge of personnel who might subsequently have to be re-engaged.—British Wireless Service.

"A BIG QUESTION."

SUMMONSES BY THE SANITARY BOARD.

SOLICITOR'S OBJECTIONS.

A preliminary objection in law was raised by Mr. Leo d'Almada, sen., at the Kowloon Magistrate's court this morning, when he appeared in connection with the adjourned summons against Mr. John Videro, owner of the Cafe Pavilion, 96, Nathan Road, for contravention of the by-laws governing bakehouses.

Addressing Mr. H. R. Butters (Magistrate), Mr. d'Almada said that he was entering a plea. The position in this case was that the summons was taken out under section 30 of the Public Buildings and Health Ordinance—sub-section 2. His preliminary objection in law was that the whole summons was bad ab initio, that is, that the complainant had not produced the authority from the Board to institute the proceedings as required by the sub-section already referred to. Mr. d'Almada's other objection was that the prosecuting officer (in this case being Sanitary Inspector J. Gellatly) was not one of the persons mentioned in the sub-section, and also the officer had not produced authority from the Board to commence the proceedings.

He pointed out that it was a technical objection but, at the same time, a very serious one.

Senior Sanitary Inspector A. K. Taylor: Rather a big question.

Mr. d'Almada: It is rather a big question, I admit that, and it will probably be followed by an amendment of the Ordinance.

Inspector Taylor explained to his Worship that applications for summonses were made to the Medical Officer of Health, who was the man to decide if action were to be taken or otherwise.

His Worship adjourned the summons for a week for the prosecution to consult the Crown Solicitor.

THEFT OF TAPS.

BUILDING CONTRACTOR IN
KOWLOON VICTIMISED.

CARPENTER JAILED.

A Chinese carpenter, employed by the Hop Yick firm of building contractors, to-day pleaded "guilty" before Mr. H. R. Butters at Kowloon to the larceny of three nickel-plated taps, valued at \$24.

Detective-Sergeant Poynts said that the taps were stolen from the Hop Yick stores in Hankow Road. Accused was searched by a watchman when leaving the premises, and the taps were found in his possession.

"There has been a lot of stealing from this particular contractor," and he has lost quite a lot of stuff during the erection of the new building opposite the Star Theatre," concluded the Sergeant.

Mr. Butters passed sentence of six weeks' hard labour.

WEATHER SERVICES IN FAR EAST.

Published Report of
Conference.

VITAL RECOMMENDATIONS.

The China Mail has received a copy of the report of the Conference of Directors of Far Eastern Weather Services, which was held at Hong Kong from April 28 to May 2, this year.

Delegates who attended were:—Monsieur E. Bruzon (Indo-China), Mr. T. F. Claxton (Hong Kong), the Rev. Louis Fore, S. J. (Zi Ka-wei), Mr. Pingjan Tsing (Tsingtao), the Rev. Miguel Selga, S. J. (Philippines), Lieut.-Comdr. Y. C. Shen (Pratas) and Mr. S. W. Sung (China), represented by Mr. Cochran Chu, Director of the National Research Institute of Meteorology, Nanking.

Present by invitation in an advisory capacity were Captain R. H. G. Ashby, Capt. A. W. Davidson, Lieut.-Comdr. A. E. Dodginton, R.N., Lieut. A. St. J. J. Edwards, R.N., Mr. C. W. Jeffries, Capt. D. Skinner.

Mr. Claxton was President of the Conference.

The report, which is published by the Royal Observatory, Hong Kong, contains a verbatim report of the minutes of proceedings of the seven meetings, and also a large number of pages is devoted to appendices.

In the resolutions adopted the Conference shows recognition of the great importance to the Meteorology of the China Seas of the Meteorological Stations established at Pratas by the Government of China. The Conference also expressed the hope that similar stations will be established in zones not yet represented, especially on the Macclesfield Bank and the Paracels.

In another resolution Conference expressed the hope that masters of ships wishing to draw a weather map may be allowed to apply to the Pratas Station for observations from the land stations, received daily from the various Weather Services in the Far East. The Conference emphasised the desirability of using short wave for the transmission of weather messages between observatories, in order to minimise interference by atmospherics.

Of great importance is the resolution adopted by the Conference that the China Seas Storm Signal Code, as revised by the Director of the Royal Observatory, Hong Kong, and amended at the Conference, be adopted by Weather Services in the Far East which use a non-local Storm Signal Code.

It is altogether a very well compiled booklet, which should prove extremely valuable to meteorologists and others interested.

TALK EASY.

LADY'S UNDUE ANXIETY FOR
HONG KONG.

MEDDLESOME DEAN.

London, Yesterday.
A meeting of the Lancashire and Cheshire Association for the Abolition of the State Regulation of Vice, held in Manchester, discussed the mul tui system.

Miss Ashworth, one of the most active of the Association's officials, said that for the sake of our honour and prestige, something should be done to clean up Hong Kong before the League of Nations committee to enquire into the subject arrived.

The Dean of Manchester criticised the non-reception of the half yearly reports demanded by Lord Passfield from the Hong Kong Government, and said Lord Passfield had informed him that he was prepared to send those reports to the League of Nations.—Reuter.

PO PIU LOTTERY.

TICKETS VALUED AT \$1,328
CONFISCATED.

Detective-Sergeant Meadows to-day charged a Chinese before Mr. Butters at the Kowloon Court with the unlawful possession, with a view to sale, of 4,305 po piu lottery tickets, valued at \$1,328.

Defendant pleaded guilty. Sergeant Meadows said that the tickets were in envelopes. The defendant was arrested at about ten o'clock yesterday on the Castle Peak Road, on information received. He was believed to have come down from Sun Chun, and was about to go to Yau-mat or Tsimshat on a motor bus when caught. The tickets were of different values and "ranged" from 20 cents to \$6. They were Canton tickets.

A fine of \$500, with the alternative of three months' hard labour, was imposed; and his Worship ordered the tickets to be destroyed.

WOMEN & THE WORK OF THE WORLD.

Talents and Capacities Are Realised.

MISS MEGAN LLOYD GEORGE.

London, Sept. 9.
Who knows what a wealth of ability is hidden—never utilised in public work, sacrificed to housework—by women, in homes all over the world? This is the gist of a thought expressed by Miss Megan Lloyd George, Liberal Member of Parliament and daughter of the man who, for his part in the Great War, is sometimes referred to as Britain's "Father of Victory."
"Because these women never have the opportunity or the time to take part in public affairs local or national, their talents and capacities are not realised. That is one reason why it is difficult to predict the extent to which women will make use of her political emancipation in the future," she declared in an interview with the United Press.
During the conversation, "Megan" as she is affectionately known to friends, discussed Peace propaganda, the need for more Peace propaganda, and that the Churches should do their share in it. She hinted that "if only the United States could be induced to take more interest in European affairs, many of the obstacles to the road to world peace would be removed."
"No-one expects the United States to become involved or entangled in European politics," she said, emphasising that she did not believe it would be reasonable to expect the United States to become an active partner in "minor details" of the European organisation.
"But," she added, almost in a pleading tone, "it seems hardly possible to expect the achievement of permanent world peace of the greatest countries in that world remains almost entirely aloof from the affairs of Europe."

League of Nations.
Asked if she did not think that the League of Nations was sufficiently powerful to maintain peace in Europe:
"If the League is to be effective it can only be if public opinion in all the nations has been mobilised in support of it, otherwise it must be like a machine without motive power," she replied declaring that in her opinion British and the United States have "the greatest responsibility" in regard to world peace.

Imagine a very attractive young woman, physically "petite." A somewhat pale face, blue eyes and a diminutive figure will help to convey the right impression. Picture her wearing a small, tight-fitting hat, from beneath the sides of which peep, hiding her ears, the curled up ends of pretty light brown hair. Complete this image by visualising her in a light summer dress—one of those graceful affairs which Paris sends London and New York for society's garden-parties.—If you add to this the fragrant odour of discreetly perfumed powder which seems to float around her, you should have a fair idea of how Megan Lloyd George looks.

How she thinks? Her answers to questions should facilitate any attempt to find out if, as her friends say, she is a "chip of the old block."
"Are you one of those who believe that woman's place is in the home?" she was asked:
Women Must Decide.
"I believe that is a question for every woman to decide for herself," she replied promptly adding, "I think their decisions should depend largely upon circumstances. If a woman can afford to have someone to help her with the care of her home-and-children it seems to me there can be no objection to her carrying out whatever ambitions she may have, that is so long as she does not neglect her responsibilities at home. Of course, in cases where lack of financial means would entail the choice between sacrificing a career or the children, I certainly think that the woman's duty lies at home."

Asked if she thought that a time might come when more women cabinet ministers would be chosen, she replied that one might as well ask how many more Madame Curies the world would produce, but, she added:

"I do hope that some time we may reach the point where a woman will be judged on her merits and given whatever position she happens to be qualified to take, without prejudice."
Then, replying to the question "To what extent do you think women can influence the future peace of the world?" she said: "The best answer to that question is, I think, the splendid anti-big navy agitation which the women of America led not so very long ago."

"We must use every possible means of propaganda," she declared, adding: "Peace should be preached from the pulpit—I ask you if the Church does not preach

peace, what is their message? The thoughts of people everywhere must be influenced toward peace and against war. We must have more books, plays, pamphlets. In short, we must have as much propaganda as possible."

"Then there is something else. We must correct in our minds this idea that 'war is a great adventure.' The view is antiquated now. The days have long since gone when men were clad in armour and when they sallied forth on 'noble charges' knights of crusades gone by, truly on a great adventure. But to-day? The last war taught us that war is no longer a sort of inspiring romance. To-day it is grim, horrible. The last war was devastating, catastrophic. Since then science has discovered and invented new machinery of war, more destructive than anything used in the great war. Is it not possible to ensure that there will be no 'next war'? The answer to that question depends on so many things happening; a far greater measure of disarmament; arbitration; a sincere and courageous attempt to block up every avenue that might lead to war."

"Why not in the place of thinking thoughts like that, thoughts of war, why not turn our imagination to something finer? Why not, if we seek adventure, emulate the Nansens, the Scotts, the Lindberghs, the Amy Johnson? Their were adventures in the true sense of the word and I believe that if we could teach this to our children war would be more difficult, indeed."—United Press.

PARTNERS CHARGED

ALLEGED EMBEZZLEMENT OVER \$40,000.

RETURNED FROM COUNTRY.

The case against Chan Kwong-cheung was again mentioned before Mr. R. E. Lindell at the Central Magistracy this morning. Defendant, who is represented by Mr. F. C. E. Rendall, was alleged to have embezzled the sum of \$40,972.29, money belonging to the Kwong Cheung Hing firm. He claimed that at one time he was a partner in the firm, and when the partnership was dissolved, he received a letter of indemnification from the other partners. He returned to the country and when he saw his name in the vernacular Press that he was accused of having swindled the firm, he at once returned to the Colony to face the charge.

Mr. D. L. Strellett is for the prosecution.

The case is proceeding.

\$4,760 at Issue.
Ng Kwong-ting who was at one time a partner in a certain Chinese shipping company was brought before Mr. E. H. Williams at the Central Magistracy this morning. The charge against him was that he had embezzled the sum of \$4,760, money belonging to the firm.

Mr. J. M. d'Almada Remedios was for the defence and Mr. E. S. C. Brookes was for the prosecution, who mentioned that as the partners had not arrived

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Entertainments.
To-day — Queen's Theatre.
"Sunny Side Up."
To-day — Central Theatre.
"Paramount on Parade."
To-day — World Theatre.
"Noah's Ark."
To-day — Star Theatre.
"The Wind."
To-day — Majestic Theatre.
"The Talk of Hollywood."
Sports
See Special Sports Diary on page 8.

Home Mails.
To-morrow—Inward from Europe via Negapatam, (Karmala) via Siberia (Hakone Maru); Outward for Europe via Siberia (Hector) 2.30 p.m. via Marseilles (Hakone Maru) 8 p.m.

Lammetts' Auction.
October 17—At Sales Room, a large quantity of valuable household furniture, 2.30 p.m.

October 20—At 13, Hankow Road, Kowloon, valuable household furniture, 11 a.m.

Miscellaneous.
To-day—Guild of Martha and Mary "At Home," St. John's Cathedral Hall, 5-7 p.m.

To-day — Lecture by Prof. L. Foster, University Arts Assn.

October 20—Bridge and Mah Jong Drive in aid of H.K.W.G. & M.C.L. funds, Peak Club, 3.30 p.m.

October 21—Lee Theatre; "The Royal Navy Ashore and Afloat," 9 p.m.

October 21—Public lecture at Helena May Institute by Father Finn, 5.30 p.m.

from Singapore he would like to have the case adjourned for a week. He had no objection to bail being granted.

Mr. Remedios said that up to now they did not know the exact amount in dispute and he thought that bail in the sum of \$2,500 cash, and \$2,500 in bond would meet the case.

Mr. Brookes agreed, and bail in that sum was granted.

H.K.—BANGKOK.

SUCCESS OF INTERESTING RADIO EXPERIMENT.

Bangkok, Oct. 5.
The Post Master General of Hong Kong and the Siamese Minister of Commerce both broadcast from Hong Kong on Saturday night to Bangkok for nearly an hour. Reception was clear here and the Post Master General reported reception of Bangkok programmes in Hong Kong as very good. He forwarded good wishes on behalf of the Government of the Colony to the Siamese Administration. — Singapore Free Press.

REAR-ADMIRAL'S DEATH.

Bremerton (Washington), Yesterday.
The death is announced of Rear-Admiral Ziegler, who commanded the conveying United States troop transports to France in war time.—Reuter's American Service.

NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO, ANTWERP, LONDON, STRAITS AND MANILA.

The Steamship, "BENMACDUI."

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 5th November, 1930, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 15th October, 1930.



QUEEN'S present Janet Gaynor and Charles Farrell in "Sunny Side Up," a gorgeous musical comedy. The singing of the two stars is delightful and the dancing of Janet Gaynor splendid. A really high class musical comedy to put it briefly. A talkie film.

CENTRAL features all the stars in "Paramount on Parade," a magnificent technicolour spectacle with scores of beautiful chorus and show girls and a platoon of dancing Public ushers. Nearly everyone who counts is in this picture. A talkie film.

MAJESTIC presents Nat Carr and Fay Marbe, the famous stage stars, in "The Talk of Hollywood," a 100 per cent. talking, singing, and dancing film. The story is of the trials and tribulations of producers in the production and reproduction of sound pictures. A talkie film.

STAR features Lillian Gish and Lars Hansen in "The Wind." The famous actress plays the role of a delicately nurtured Southern girl suddenly thrust into the windstorms, the rigours, the hardships and the elemental passions of the pioneer life. A silent film.

WORLD presents Dolores Costello and George O'Brien in "Noah's Ark," a picture with ten thousand characters in it. The theme is the changelessness of the heart of humanity—whether in the modern life that we know—or in the traditional past. A magnificent silent film.

HONG KONG CRICKET CLUB.

NOTICE IS HEREBY GIVEN that the following Debentures were drawn at the Pavilion on TUESDAY, the 14th day of October, 1930:—

No.	36	No. 312	No. 561
41	359	570	
42	383	618	
43	405	619	
181	453	654	
189	479	684	
190	482	725	
220	525	733	
251	531	779	
288	558	820	

Holders of drawn Debentures who desire to be paid on the 31st October, 1930, are requested to inform the Treasurer, Messrs. Percy Smith, Seth & Fleming, on or before THURSDAY, the 30th October, 1930.

AND NOTICE IS HEREBY GIVEN that Debentures numbered as above which are not cashed on the 31st October, 1930, will be paid on the 30th April, 1931, after which date they will cease to bear interest.

By Order of the Committee.

L. S. GREENHILL, Hon. Secretary.

Hong Kong, 15th October, 1930.

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE

From DUNKIRK, ANTWERP, BREMEN, HAMBURG, ROTTERDAM and MARSEILLES.

The Steamship, "CITY OF JOHANNESBURG"

having arrived, Consignees of cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 21st October, 1930, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before 28th October, 1930, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and noon; within the Free Storage Period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE BANK LINE, LTD., Agents.

Hong Kong, 15th October, 1930.

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction

ON MONDAY, October 20, 1930, commencing at 11 a.m. at No. 13, Hankow Road, Kowloon.

A Quantity of VALUABLE HOUSEHOLD FURNITURE

On View from Sunday, October 19, 1930.

Terms:—Cash on Delivery. LAMMERT BROS., Auctioneers.

Hong Kong, October 16, 1930.

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WE HAVE THEM ON

Columbia

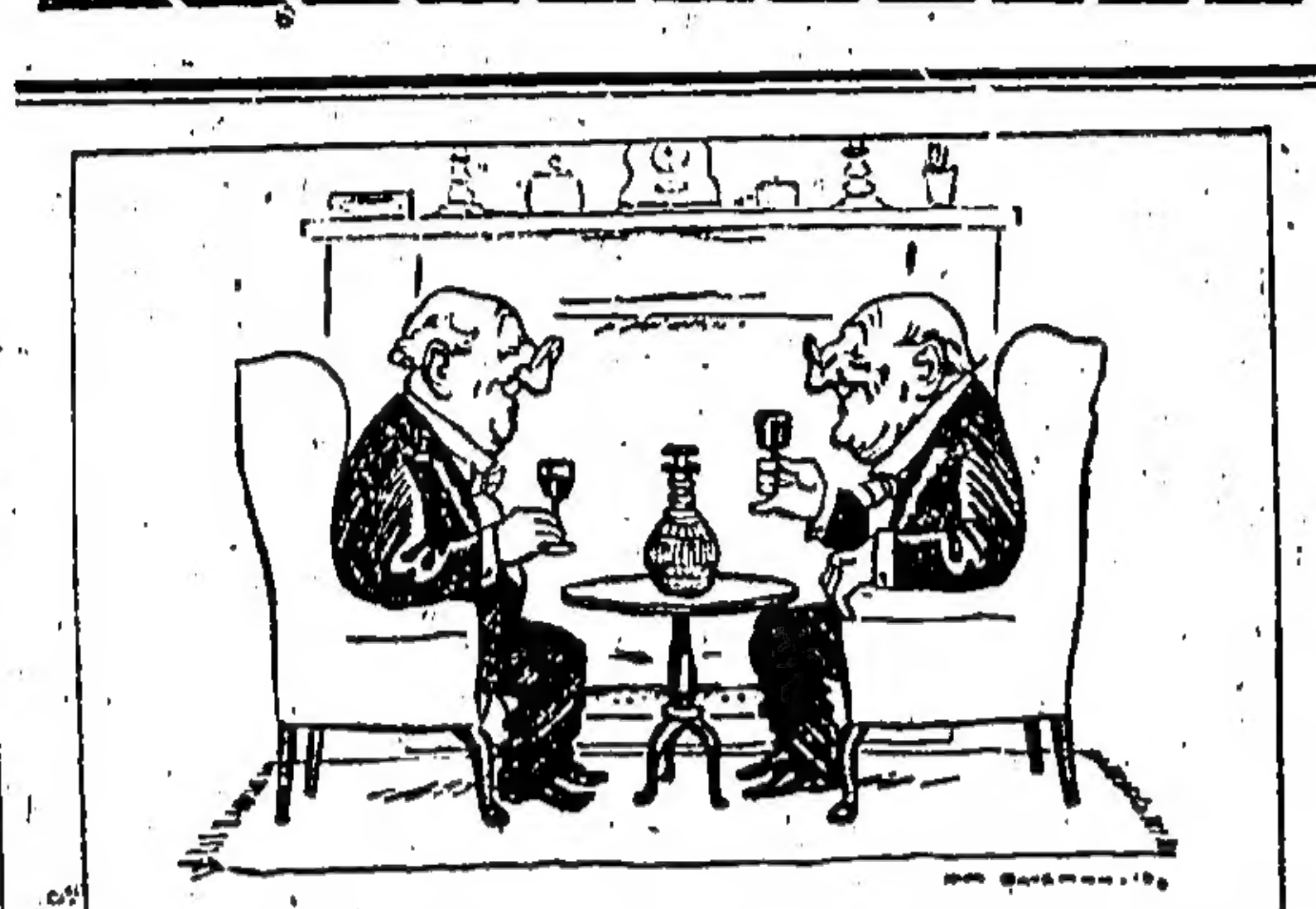
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High Class English Jewellery.

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Carnival
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Special Dinner Danceon
Saturday, 25th October, 1930.

Dancing commences at 8.30 p.m.

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REMEMBER THE DATE—OCTOBER 25TH, 1930.

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Vessel will call at

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Sport Columns

HOME RACING.

CESAREWITCH WON BY UT
MAJEUR.

ROYALTY PRESENT.

London, Yesterday.
The result of the Cesarewitch
Stakes, run at Newmarket this
afternoon, over a distance of two
and a quarter miles, was:—

Ut Majeur 1
Friendship 2
Old Orkney 3

The winner came home easily in
a field of twenty-eight starters,
being four lengths ahead of the
second horse. Five lengths separated
second and third.

Betting was:—
100/8 Ut Majeur.
5/1 Friendship.
100/6 Old Orkney.

Viewed by King and Queen.
Rugby, Yesterday.

The King and Queen drove from
Sandringham to Newmarket to-
day to see the race for the
Cesarewitch. Prince George, who
made the journey to Cambridge in
the Prince of Wales's aeroplane,
was also present.

The Aga Khan's "Ut Majeur"
won, Mr. J. B. Joel's "Friendship"
being second, and Mr. J. Murphy's
"Old Orkney" third.—British
Wireless Service.

FANLING HUNT.

Programme for Next
Sunday.

The programme for the Fanling
Hunt and Race Club's October
meeting, to be held on Sunday
next at Kwai, is as follows:—

1.—Autumn Services Cup.—A Steeple-
chase of 2 miles. For China
ponies the property of an Officer
in H.M.'s Forces and/or a Member
of the Hong Kong Volunteer
Defence Corps, to be ridden by an
Officer in H.M.'s Forces and/or
Member of the Hong Kong Volun-
teer Defence Corps. Catch weight
at 163 lb. Winner: A Cup; 2nd:

\$75; 3rd: \$35. Entry \$5.
As You Like It (108 lb.), Bright
Prospect (108), Carbine (108), Coun-
try Club (108), Grey Mouse (108),
Kirribilli (108), Pal O' Mine (108),
Pumpkin (108), The Palmgren (108).

2.—Castle Peak Handicap Steeple-
chase.—1 1/4 miles. For China
ponies. Winner: \$100; 2nd: \$50;
3rd: \$25. Entry \$5.
Christmas Frolic (175 lb.), Mon-
tana (174), San Francisco (168),
November (163), Tarrget (163), The
Goods (161), Christmas Belle (158),
Christmas Chimes (158), City Hall
(158), Pumpkin (155), Fanling Stag
(150), Sure (150), Fernleaf (145),
Movamagor (145), Penhole (145).

3.—The Inaugural Flat Race Stakes.
—1 1/4 miles. For China ponies that
have not won on the flat more
than \$500 in stakes since January
1, 1930. Winners of more than two
flat races at any time barred.
Weight for inches as per scale.
2 lb. penalty for each \$100 or part
thereof won on the flat in stakes
in 1930. Winner: \$100; 2nd: \$50;
3rd: \$25. Entry \$5.

This Race is open to all Members
and Lady Racing Members of the
Hong Kong Jockey Club as well as
members of the F.H. & D. Club,
Andamio, Big China, Dis-
ford, Fanling Stag, Kirribilli, Mad
Carow, Mountain Oak, November,
Ploughman, The Palmgren, Richmond
Stag, Serenade, Shiny Pearl, Target.

4.—The November Cup.—A Steeple-
chase of 1 1/4 miles. For China
ponies. Weight for inches as per
scale. Winner: A Cup; 2nd: \$75;
3rd: \$35. Entry \$5.
Blue Boy (161 lb.), Christmas
Belle (158), Christmas Chimes (158),
Christmas Frolic (158), Diana (158),
The Goods (151), Grey Mouse (150),
Grey Mouse (150), Hereford (150),
Ma Kau Siao (150), Nugget (150),
Pacific Ocean (150), Pal O' Mine
(152), The Partridge (155), Penhole
(150), The Palmgren (155), Pump-
kin (155).

5.—The Autumn Maidens Steeple-
chase.—1 mile. For China ponies
that have never won a Steeplechase.
Weight for inches as per scale.
Ponies that have started at Kwai
allowed 5 lb. Winner: \$100; 2nd
\$50; 3rd: \$25. Entry \$5.
Blue Boy (161 lb.), Carbine (157),
Christmas Belle (158), Diana (158),
The Goods (151), Grey Mouse (150),
Grey Mouse (150), Hereford (150),
Ma Kau Siao (150), Nugget (150),
Pacific Ocean (150), Pal O' Mine
(152), The Partridge (155), Penhole
(150), The Palmgren (155), Pump-
kin (155).

CRICKET.

UNIVERSITY TEAMS FOR
WEEK-END.

The following will represent the
University in League matches
against the I.R.C. on Saturday at
the University and at Sookumpoo
at 2 p.m. sharp.

D. J. N. Anderson (Captain), A.
Baker, L. T. Rice, D. E. Samy,
A. B. Sullivan, A. Chan, Fook,
K. P. Gan, A. M. Rodriguez, A. T.
Nomanbhoy, G. E. Yeoh, A. S. A.
Kym.

Second Eleven: K. T. Loke
(Captain), A. A. Aziz, F. Hiptool,
H. E. M. Adams, P. L. Yau, G. S.
Scully, H. Nomanbhoy, P. N. da
Silva, M. Yabhyahoy, R. Leong,
A. N. Other.

Reserves: E. Gosano and W.
Hunt.

Against the Volunteers.
The following have been selected
to represent the University
against the H.K.V.D.C. in a five-
day match on Sunday at the
University ground commencing at
11 a.m.

D. J. N. Anderson (Captain), A.
Baker, L. T. Rice, D. E. Samy, C.
Fook, K. P. Gan, A. M. Rodriguez,
A. T. Nomanbhoy, A. S. A. Kym,
Reserve: G. E. Yeoh.

Our Sports Diary

LOCAL.

Hockey—To-day—European
Y.M.C.A. v. K.B.S.F.P.A.,
King's Park, 5 p.m.

Saturday—Club de Recreo
Ladies v. Ladies Hockey Club,
Sookumpoo, 3.45 p.m.

Football—To-day—H.Q.
Co. S.L.I. v. "B" Co. S.L.I.
(Sookumpoo); "B" Co. Argyls
v. 20 Bty. R.A. (Chatham
Road); "C" Co. Argyls v.
R.A.O.C. (Happy Valley).

To-morrow—12 Bty. R.A. v.
H.Q. Co. Argyls (Sookum-
poo); 31 Bty. R.A. v. R.A.M.C.
(Chatham Road).

Saturday—First Division—
St. Joseph's v. Chinese Athle-
tic; South China v. Club;
Kowloon F.C. v. Police;
Argyls v. Somersets; Club de
Recreo v. Royal Artillery;
Second Division—Kowloon
F.C. v. St. Joseph's; Club de
Recreo v. Argyls; Navy v.
South China; Eastern v. Club;
Somersets v. Chinese Athletic;
University v. Royal Artillery;
Third Division—R.A.O.C. v.
Ewo; Royal Air Force v.
Somersets; Royal Engineers v.
South China; Fukien v. Chin-
ese Athletic.

Ping Pong—To-morrow—
Kam Chan-man v. So Pui-yip
(South China A.A.); Lai Ful-
lam v. C. A. L. Rumjahn
(Kowloon Chinese Y.M.C.A.);
Chang Sum-chuen v. A. V.
Gosano (Kowloon Chinese
Y.M.C.A.).

Friday—Junior League—
Hin Kun School v. Hip Wah
A.A. (Fukien A.A.); Kangto
School v. Hip Keung A.A.
(Chinese Catholic Club); Fili-
pino Club v. Chinese Catholic
Club (Chinese Catholic Club).

Saturday—Lee Hon-kee v.
Lam Ka-huen (Kowloon Chin-
ese Y.M.C.A.); Lee Koon-lan
v. Chu Kam-kook (Kangto
School).

Sunday—Junior League—
Nam Mo A.A. v. Wah Ying
Club (Kangto School).

Monday—Junior League—
South China v. Commercial
Press (Chinese Catholic
Club); Nam Chung A.A. v.
Indian R.C. (Chinese Catholic
Club); Chinese A.A. v. Kang-
to School (Kangto School).

Rifle Shooting—To-morrow
—Annual Meeting of League,
French Bank Building, 5.30
p.m.

Cricket—Saturday—C.S.C.C.
v. C.C.C.; University v. I.R.C.
(League); C.C.C. II v. C.S.C.C.
II; I.R.C. v. University (L.).

Sunday—University v.
Volunteers, Pokfulam, 11 a.m.
Lawn Bowls—Saturday—
Talkoo R.C. Closing Day.

Sunday—Inter-Departmental
Final—Sanitary Department
v. Revenue Department, Police
R.C. Green.

Yachting—Saturday—
Managerial Race.
Monday—Annual Meeting
of Members.

October 25—Managerial
Race.

November 1—Opening
Cruise.

November 2—First Cham-
pionship Race.

Golf—Saturday and Sunday
—Captain's Cup, K.G.C.

October 22—Meeting, Ladies
section, H.K.G.C.

November 2—Opening of
"New Course," Fanling.

Baseball—Saturday—Texaco
v. Kiasoras.

Sunday—Japanese v. South
China.

Racing—Sunday—Fanling
Hunt, Steeplechases, Kwai.

October 25—Ninth Extra
Race Meeting.

Lawn Tennis—Sunday—
C.R.C. Open Mixed Doubles
Tournament.—Completion of
First Round Ties.

Fencing—Monday—Royal
Hong Kong Yacht Club.

Tuesday—Somersets.
Bayonet Fencing Competition.

W.K.'s Tuesday—St.
Patrick's Club Drive, 8.30 p.m.

Rugby Football—Wednes-
day—Third Trial Match,
Happy Valley.

HOME.

Racing—October 29—Cam-
bridgeshire Stakes, New-
market.

Football—Monday—England
v. Ireland.

October 25—Scotland v.
Wales, Ibrox Park, Glasgow.

November 22—Wales v.
England.

November 29—English Cup
—First Round.

Baker, L. T. Rice, D. E. Samy, C.
Fook, K. P. Gan, A. M. Rodriguez,
A. T. Nomanbhoy, A. S. A. Kym,
Reserve: G. E. Yeoh.

RUGBY FOOTBALL.

PROMISING PLAYERS IN CLUB
TRIAL.

GOOD MOVEMENTS.

(By "Scrum Half")

The Club trial game played at
Happy Valley yesterday revealed
some very promising talent. It
is to be regretted that the fifteen
wearing Club colours were too
strong for the Colours' side. The
forwards combined too well in
both tight and loose scrums thus
giving their three-quarters a
tremendous advantage. The
Colours, though losing by 17
points to 3, gave a very creditable
display and worked hard against
a better combination.

The play of Black at scrum-half
deserves special mention. He
played behind the best pack, but
that does not in the least depre-
ciate his performance. Orthodox
scrum-half play was delightfully
ignored by this little player, and
his surprise attacks on the line
were appreciated by a small
gathering of spectators. It is a
pity that he is so small but I do
not think that this really mat-
ters a great deal. The smaller
the scrum half is the more dan-
gerous he can be.

A Speedy Three-Quarter.
G. R. More proved that he was
the speediest three-quarter on
the field and his offensive play
was well executed. It is to be
hoped that this speedy three-
quarter will not, as so many fast
players, rely on his speed too
much. The nearest way to the
line is the direct way, a speedy
player perhaps may be able to
take a roundabout way, but the
shortest route is always the
surest and best.

Of the two backs I liked
Segalen, his handling was good,
his tackling deadly, and his kick-
ing sure. Divett tried hard to
set his "three" in motion but
found that he was rarely backed
up enough for a pass. His
tackling was splendid but his
handling was not too good.

Law played a sound defensive
game, his tackling being excel-
lent, but he was inclined to try
to intercept passes when in attack,
thus leaving open the selling of
the dummy. He scored the
colours' solitary try.

Good Initiative.
Koop, in the opening few
minutes dropped a good goal from
outside the twenty-five line, and
gave very good support to his
wing three-quarter throughout
the game. He always sought the
initiative and was afforded many
opportunities by Black behind
the scrum.

The forwards were very medi-
ocre, no one being outstandingly
brilliant. Offside play will have
to be pulled up more if players
are to be cured of this bad dis-
ease. If the forwards did not
offer much encouragement,
Segalen at back, Koop and More
at three-quarter, and Black be-
hind the scrum will prove useful
understudies to their first fifteen
colleagues.

ARMY BOXING.

ARGYLLS WIN BY ODD
EVENT.

A splendid evening's entertain-
ment was provided last night at
Murray Barracks when "A" Com-
pany of the Argyls and Sutherland
Highlanders just defeated the
Somerset Light Infantry by seven
bouts to six.

There was a distinguished com-
pany of spectators present includ-
ing Mr. R. M. Dyer, C.B.E. Lt.-Col.
R. G. MacLaine, M.C., Major R.H.E.
Bennett, M.C., Major D. McKelvey,
D.S.O., R.A.M.C., and a large
gathering of Officers of both regi-
ments.

A meeting between the Scottish
and English regiments lent an in-
ternational atmosphere to the even-
ing's programme. No quarter was
asked and none was given. The
main idea seemed to be that each
boxer should endeavour to so im-
press his opponent in the early
stages in order to remain in a
sound position in the closing
stages. This policy, carried out in
the majority of the bouts, led to
some fierce preliminaries and to
quiet last rounds.

The best fight of the evening was
witnessed in the Middle-Weight
when Sgt. Wallen defeated L/Cpl.
Woodhouse on points. Fierce
open fighting was the order
throughout the three rounds.
Both boxers took considerable
punishment and perhaps
were too keen on inflicting the
k.o., and thus laid themselves open
to attack. We may say with
a similar bout should these two
participate in the next City Hall
programme.

At the interval
the Argyls were leading by
5 fights to 2, but so well did the
Somersets retaliate that at the con-
clusion the visitors held but the
odd victory in thirteen.

RESULTS.

Weather Weight.
Pte. Blackburn (A. & S.H.) beat
Pte. Snowden (S.L.I.).

(Continued at foot of next column.)

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Pte. McIntyre (A. & S.H.) beat
Pte. Newcombe (S.L.I.).

Pte. Lang (A. & S.H.) beat Pte.
Sennett (S.L.I.) on a knock out.

Cpl. Lovell (S.L.I.) beat Pte.
Pator (A. & S.H.).

Pte. Hicks (S.L.I.) beat
Pte. Greenham (S.L.I.)

Pte. Daisley (A. & S.H.)
Light Weight.
L/Cpl. Legg (S.L.I.) beat
L/Cpl. Robson (A. & S.H.).

L/Cpl. Hogarth (A. & S.H.)
beat Baker (S.L.I.).

L/Cpl. O'Brien (S.L.I.) beat
Pte. Hughes (A. & S.H.) on a
technical knock out.

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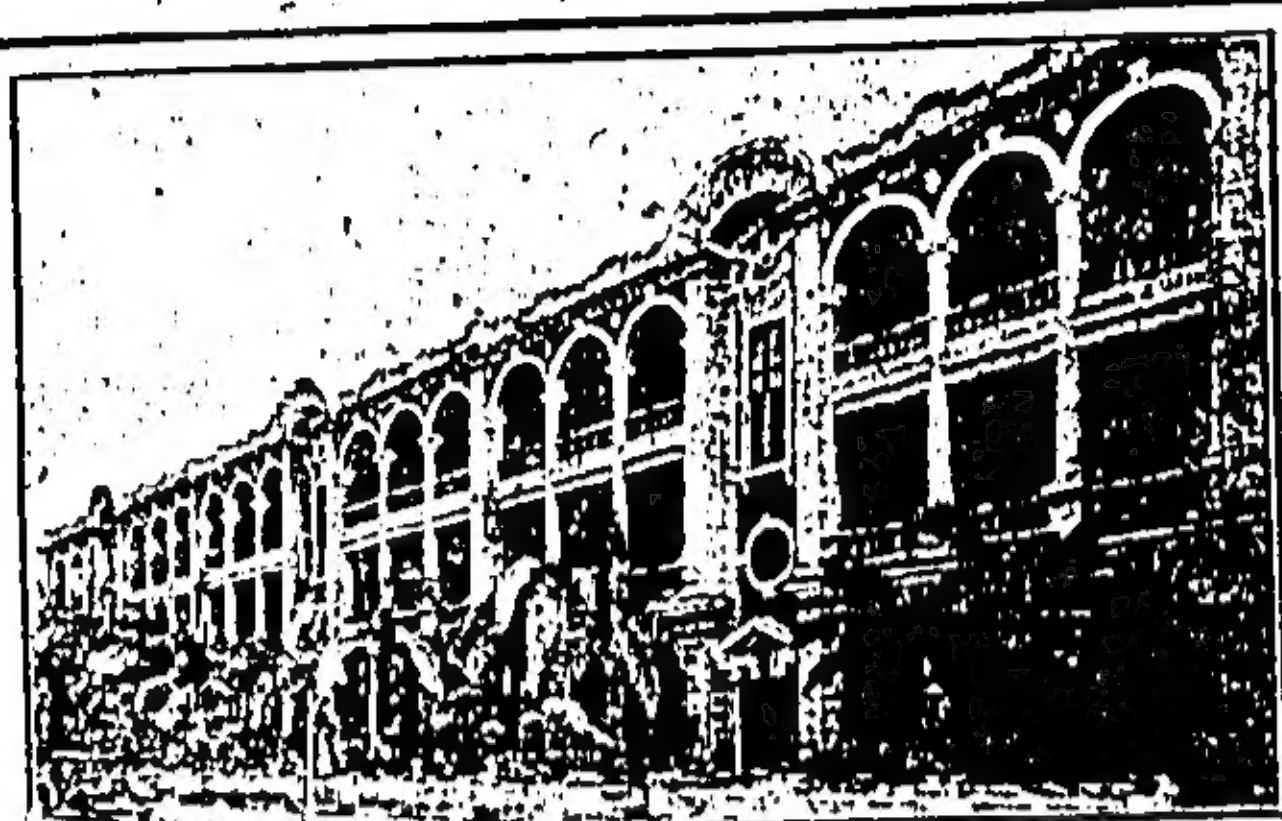
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INWARD MAILS

From	Per
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Europe via Negapatam (Papers only, London, Sept. 18)	Hector
FRIDAY, OCTOBER 17.	
Japan, Shanghai and Europe via Siberia (London, Sept. 27)	Hakone Maru
Europe via Negapatam (Letters only, London, Sept. 18)	Karmala
Japan	Kanagawa Maru
Straits	Benalla
SATURDAY, OCTOBER 18.	
Shanghai	Shantung
Sourabaya	Lemaire
U.S.A., Honolulu, Japan Shanghai (San Francisco, Sept. 19) and Europe via Siberia (London, Sept. 29)	President Fillmore

OUTWARD MAILS

For	Per
THURSDAY, OCTOBER 16.	
Samahui & Wuchow	Kochow 4 p.m.
Saigon	Shun Chih 4.30 p.m.
Amoy	Kut Sang 5 p.m.
FRIDAY, OCTOBER 17.	
Formosa	Lisbon Maru 10.30 a.m.
Swatow, Amoy & Foochow	Haiyang 1 p.m.
Shanghai & Europe via Siberia	Hector 2.30 p.m.
Straits, Ceylon, India, Mauritius	
*E. & S. Africa, Aden, Egypt and Europe via Marseilles	Hakone Maru (Due Marseilles, Nov. 15.)
K.P.O.	G.P.O.
Registration Oct. 17, 4.30 p.m.	Registration Oct. 17, 5 p.m.
Letters 4.30 p.m.	Letters 5 p.m.
Tourane	Chung Kong 5 p.m.
SATURDAY, OCTOBER 18.	
Shanghai and Japan	Karmala 10.30 a.m.
*Shanghai	Benalla 10.30 a.m.

*Superscribed correspondence only.

GOLF ACTS AS A MEDICINE.

Other Games Probably Too Energetic.

NO PREJUDICE.

The progress of modern medicine, says the Morning Post, is very largely the triumph of science over superstition. No less an authority than Sir E. Farquhar Buzzard, the King's Physician, evidently thinks that it is the advice to "take up golf," he says, is becoming a tabloid preparation too easily prescribed and too readily swallowed. This prescription, he warns us, does not always produce the required results. Now S. E. Farquhar Buzzard, being himself a golfer, is not disqualified by prejudice or ignorance from pronouncing upon the health-giving potentialities of the game. His criticism is directed not against the game, but is it not possible that he wants to clear the course of "rabbits"?

However, incredulous golfers may be of persons who claim to be bored instead of fascinated with golf, the wise doctor must be aware that the game is in fact by no means suited to every temperament. A positive aversion keeps many people from the golf links just as much as an undeveloped sensibility to the fascination of the game. Indeed, the chances are that a person capable of deriving benefit as well as pleasure from golf will already be a player when he visits his doctor. Discrimination is therefore no less necessary in the prescription of golf than of any other medicine. Still this is a sedentary game, and doctors are confronted by Sir E. Buzzard with a difficult dilemma. Bowls provide the required mental diversion without the exercise and walking the exercise without the diversion. Tennis or cricket may overtax the energies of the none too robust middle-aged man. Where, then, is the doctor to turn for his prescription but to golf?

HOCKEY.

A DRAWN GAME BY NAVAL TEAMS.

A very fast and interesting game took place on the United Services Recreation Club ground yesterday between H.M.S. Tamar and Small Ships and the Royal Artillery. The result was a draw, no goals being scored.

R.S.C. BEAT UNIVERSITY.

The Radio Sports Club met the Hong Kong University 1st XI hockey team on the latter's ground yesterday afternoon and won by 2 goals to 1.

SWIMMING.
VETERAN IN THE HARBOUR RACE.

BEATEN BY PEREIRA.

That veteran swimmer, C. J. Cooke, made another bold attempt for honours in the open harbour race yesterday afternoon, but he had a formidable opponent in L. Roza Pereira, and it was a case of youth triumphing over age. Cooke had to be content with second place, but although he was beaten the "grand old man" was by no means disgraced because he led home such capable young swimmers as S. V. Gittins and many others among the 40 competitors. "Jimmie" Johnston, who won the race last year, was again a starter, but was not in the first five. The race started, as usual, from the Railway Station Pier, Kowloon, to the wall outside the V.R.C.

Several competitors misunderstood the post entry rule which can only be accepted at the V.R.C. before the competitors' launch crossed over to Kowloon. On arrival at Kowloon, half a dozen men were found to be waiting, but they were debarred. In spite of this the men joined in the race and this made it difficult for the judges to take the times of the first five, and it was impossible to record the names of those who finished the course.

Roza Pereira took the lead from the start, followed by Cooke, and they led all the way. Pereira broke away from Cooke when half way across and won the race comfortably by a big margin. Johnston was third at the start but dropped out of the race at the half way mark. Gittins and Gunner Forrester had a very tough struggle for third place, which was eventually secured by Gittins.

The times of the first five to finish were:—

L. Roza Pereira 25 mins. 59 secs.
C. J. Cooke 26 " 36 "
S. V. Gittins 28 " 15 "
Gnr. Forrester 28 " 40 "
She Kam-pui 29 " 25 "
The record for the harbour swim, which was made by Finch in 1913, is 22 mins. 26 secs.

Prizes Distributed.

Prizes won during the season and in the harbour races were distributed later by Mr. W. Logan, who remarked on the successful results of the swimming and the support given by the competitors. He thanked them and also the donors of prizes, including among them Mr. M. Manuk and Mr. R. M. Dyer, C.B.E.

Referring to the harbour races, Mr. Logan said that he had to specially congratulate Miss Yeung Sau-king on winning the ladies' event. She was only 11 years old according to Chinese reckoning and swam a fine race to win. (Continued at foot of next column.)

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—	
Bank wire	1/3 9/16
Bank on demand	1/3 9/16
Bank 4 months' sight	1/3 11/16
Credits, 4 months' sight	1/4 1/4
Documentary, 4 months' sight	1/4 1/4
On Paris—	
On demand	802 1/2
Credits, 4 months' sight	842 1/2
On New York—	
On demand	31 1/2
Credits, 60 days' sight	32 1/2
On Bombay—	
Wire	87 1/4
On Calcutta—	
Wire	87 1/4
On Singapore—	
On demand	87 1/4
On Manila—	
On demand	63 1/2
On Shanghai—	
On demand	Tls. 80 1/4
Dollar	9% dis.
On Yokohama—	
Sovereigns (Bank's buying rate)	1/4 1/4
Silver (per oz.)	16 11/16
Bar Silver in Hong Kong	Par.
Copper Cash	Nominal.
Copper Cents	3% prem.
Rate of Native Interest	3 1/2% p.a.
Chinese Sub. Coin	24 1/2% dis.
Hong Kong Sub. Coin Par.	

LONDON EXCHANGES

Rugby, Yesterday.	
Paris	123.04 1/2
New York	4.85 27/32
Brussels	34.85 1/2
Geneva	25
Amsterdam	12.05 1/4
Milan	92.72 1/2
Berlin	20.43 1/2
Stockholm	18.09
Copenhagen	18.16
Oslo	18.16
Vienna	34.44
Prague	163 1/4
Helsingfors	193
Madrid	50.65
Lisbon	108.25
Athens	375
Bucharest	818
Rio	4% (nom.)
Buenos Aires	37
Montevideo	37 1/2
Bombay	1/5 3/4
Shanghai	1/7 1/2
Hong Kong	1/3 9/16
Yokohama	2/0 1/4
Silver Spot & Forward	15 11/16
—British Wireless Service.	

from older and experienced swimmers. He had also to congratulate the winner of the men's event and Mr. Cooke on joining in at his age. It was 19 years ago that he won the harbour swim among his many successes and he appeared to be still going strong.

Mr. Logan also mentioned that it was not fair for spectators to say that they could not watch the swimmers owing to the presence of sampans. The boats, he said, were quite necessary as "safety first" must be the motto leaving other things aside.

These remarks were received with applause. Miss Yeung Sau-king received an ovation when she stepped up for her prize.

A reasonable degree of equality of merit must accompany all good sporting events, but that equality does not exist in the Davis Cup competition as it is conducted, at the present. Under a two-divisions scheme, the weaker nations would have the direct incentive of promotion before them, and there would be no such extremely one-sided matches as we have seen in recent years.—Frank Podon.

Out for Golf Honors



On their way to compete in the triangular international golf match to be played at Toronto, the above members of the British Senior Golfers' Party, of which Lord Derby is President, shown on board the Duchess of York. From left to right they are: E. B. H. Blackwell, Stanley Weigall, Douglas Clayton, Sir Herbert La-Cole, Francis Popham, secretary of the Society.

HONG KONG STOCK EXCHANGE

Opening Daily Official Quotations 16th Oct., 1930.

STOCK	Buy-ers	Sell-ers	Sales	Non	Fin. year	Last dividend and when paid
Banks.						
Hong Kong Bank	1517 1/2	...	...	...	Dec.	{Interim 2 1/2 a/c 1929 ex. 1921-1944} Aug. 11, 30
Chartered Bank .....	...	...	17 1/2	...	Dec.	Interim 7: free 1/10 a/c 1930 Sep. — 30
Mercantile Bk., A.S.B. (C. L.) .....	...	...	25	...	Dec.	{Int. 50: 3/4 a/c 1930 less 1/10 a/c 1929} Sep. — 30
Bank of Asia .....	...	...	111	...	Dec.	\$3 for 1929 Feb. 23, 30
Insurances.						
Canton Ins.	1080	...	...	...	Dec.	{Final 227 for 1929 {Interim 112 1/2 a/c 1929} —\$45 May 15, 30
Union Ins.	442 1/2	450	...	...	Dec.	{Int. 107: for 1929 {Interim 24: a/c 1929} —\$2 May 15, 30
China Underwriters ..	270	...	...	...	Dec.	None ...
China Fire Ins.	400	...	...	...	Dec.	{Final 22 bonus 60 for 1929: a/c 1929} —\$19 May 30, 30
H. K. Fire Ins.	1080	...	...	...	Dec.	{Interim 2 1/2 a/c 1929} Mar. 25, 30
Shipping.						
Douglas	27 1/2	27 1/2	...	...	Dec.	Last dividend for 1929: \$1.50 for 1929 June 1, 30
H. K. Steamboats	26 1/2	...	...	...	Dec.	{Int. ex. 27 1/4 on preferred {for 1929 and 1930} June 1, 30
Indo-China (Pref.) ..	...	...	40	...	Dec.	Last dividend for 1929: June 1, 30
„ (Def.) ..	...	...	30	...	Dec.	{Fin. Co. Coupon No. 56 free 1/10 a/c 1929} July 8, 30
Shell Transport .....	...	...	81 1/2	...	Dec.	\$1.50 for 1929 Mar. 10, 30
Union Waterboats ..	...	...	33	...	Dec.	...
Mining.						
Benguet .....	...	...	...	370	Dec.	{Interim 55 bonus 5 making 105 centams a/c 1930} Sept. 30, 30
Kailan Mining Ad. ..	...	...	37 1/2	...	June	{Interim 17: free 1/10 a/c {Coupon No. 27 year 29-30-31} June — 30
Langkat .....	...	...	1	...	Oct.	T. 0.40 for year 31-10-29 May 8, 30
S'hai Exploration ..	...	...	91	...	Dec.	None ...
„ Loans .....	...	...	...	...	Dec.	Interim T. 0.25 a/c 1930 July 1, 30
Raubs	24 1/2	...	...	...	Mar.	{Final Interim 14 a/c year 31-32-33} Sep. 30, 30
Docks, Wharves, Godowns, &c.						
H. K. & K. Wharves ..	...	102	...	...	Dec.	\$9 for 1929 Mar. 13, 30
H. K. & W. Docks ..	...	...	33	...	Dec.	Last dividend for 1929: ...
China Providents (old) ..	5.30	...	...	...	Dec.	Last dividend for 1929: ...
„ (new) ..	2.40	...	...	...	Dec.	...
Hongkew	280	...	...	...	Dec.	Interim T. 3 a/c 1930 Sep. 12, 30
N. Engineering ..	...	...	7.30	...	Dec.	T. 0.51 for 1929 Feb. 26, 30
Shanghai Docks ..	122	...	...	...	Apr.	T. 7 for year 24-30 July 30, 30
Lands, Hotels & Buildings.						
H. K. & S. Hotels ..	11.80	11.40	...	...	Dec.	Dividends for 1929: Apr. 7, 30
H. K. Lands (old) ..	76 1/2	77	...	...	Dec.	...
„ (new) ..	75	...	...	...	Dec.	Interim \$2 1/2 a/c 1930 Aug. 8, 30
„ Rights ..	135	...	...	...	Dec.	...
Shanghai Lands ..	308	...	...	...	Dec.	Interim T. 7 1/2 a/c 1930 July 31, 30
Humphreys .....	...	...	16	...	Dec.	\$1 cents for 1929 May 7, 30
H. K. Realities	3.80	...	...	...	Dec.	Interim 30 cents a/c 1930 Sep. 4, 30
Chinese Estates .....	...	...	87	...	Feb.	\$5 for year 23-30 July 21, 30
Cotton Mills.						
Ewo Cottons .....	...	13.60	12.45	...	Dec. (Apr. and Oct.)	Final T. 3 a/c 1929 Mar. 17, 30
Shanghai Cotton ..	...	...	82	...	Dec.	{T. 2-25 old for half year {T. 2-45 new} 20-30-30 May 28, 30
Zoong Sings .....	...	...	10 1/2	...	June	T. 0-50 for 30-30-30 Pending
Public Utilities.						
H. K. Tramways ..	17 1/2	17.80	17.70	...	Dec.	Interim 40 cents a/c 1930 Aug. 27, 30
Peak Trams (old) ..	...	...	15.60	...	Apr.	180 cts. on old for year 1929 June 16, 30
„ (new) ..	...	...	6.60	...	Dec.	\$4 for 1929 Feb. 14, 30
Sar Ferris .....	...	...	88	...	Dec.	...
China Light (old) ..	24.85	...	...	...	Sept.	Interim 25 cts. a/c 30-30-30 May 12, 30
„ (new) ..	24 1/2	...	...	...	Dec.	\$1.50 for 1929 Mar. 12, 30
H. K. Electric	78 1/2	...	...	...	Dec.	...
Mazoe .....	...	...	23	...	Dec.	None ...
Sandakan Lights ..	...	...	11 1/2	...	June	...
H. K. Tels. fully paid ..	...	...	35 1/2	...	Dec.	Int. {40 cents} a/c 1930 Aug. 1, 30
„ part paid ..	33 1/2	...	...	...	Dec.	Int. {10 cents} a/c 1930 Feb. 25, 30
China Buses .....	...	...	19 1/2	...	Dec.	T. 0.30 for 1929 Feb. 25, 30
S'port Tractors (Ord. M.) ..	...	...	8 1/2	...	Sept.	{1/4% on preference shares {Subject to income tax} Feb. 6, 30
„ (Pref.) ..	...	...	19 1/2	...	Sept.	...
Industrials.						
China Sugar .....	...	1	...	...	...	In Liquidation ...
Malayan Sugar .....	...	...	27	...	Dec.	P. 3 for 1929 Apr. 11, 29
Cald. Mfg. Ord. ..	...	...	10 1/2	...	Dec.	T. 0.50 for 7 months 1929 Apr. 30, 30
„ Pref. ..	...	...	10.40	...	Dec.	...
Canon Ins. ....	...	...	...	...	July	None ...
Cements (com.) ..	17.70	17 1/2	...	...	Dec.	{30 cents on old for 1929 {10 cents on new} Mar. 15, 30
„ (old) ..	11.85	...	...	...	Dec.	...
„ (new) ..	5.30	...	...	...	Dec.	...
H. K. Rope	10 1/2	10.60	...	...	Dec.	Last dividend for 1929: ...
United Assurance ..	...	...	5	...	Dec.	...
Stores, &c.						
Dairy Farms C/R ..	...	...	26.60	...	Dec.	\$1.50 for 1929 Mar. 14, 30
„ X/R ..	...	24 1/2	38 1/2	...	Dec.	...
„ Rights ..	9	...	...	...	Dec.	...
Watsons	11.70	...	...	...	Oct.	70 cents for year 31-10-29 Mar. 31, 30
Der A Wings .....	...	...	...	...	Dec.	Last dividend for year 29-30 ...
Lane Crawford ..	...	...	...	...	Feb.	\$2 for year 23-30 May 16, 30
Mackintosh .....	...	...	11.60	...	Feb.	...
Sinclair .....	...	...	11.60	...	Feb.	25 cents for year 23-30 June 10, 30
Wm. Powells .....	...	...	2.85	...	Feb.	...
Miscellaneous.						
H.K. Amusement ..	...	...	23	...	Mar.	{25.00 on Preferred for year {15.00 on Deferred} 21-6-30 Sept. 27, 30
Ch. Entertainment ..	10	...	...	...	Dec.	None ...
H. K. Constructions	2.40	...	Dec.	None ...
B. Ind. G. Bonds ..	24 1/2	Dec.	...
H. K. Govt. Loans ..	8 1/2	...	Prem.	...	Dec.	Interest half yearly ...

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PRESERVED GINGER MANUFACTURERS.

NEW SEASON PRESERVED GINGER

Best quality—Prompt attention to Exporters.

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DO YOU KNOW that by paying \$130.00 down and \$23.00 per month for a limited period you can become the proud owner of a

GENERAL ELECTRIC
ALL-STEEL REFRIGERATOR

on view at:—
The Hong Kong Electric Co. Ltd. Wm. C. Jark & Co. Ltd.
The General Electric Co. Ltd. and Andersen Meyer & Co. Ltd.

MOTORISTS THIS IS YOUR PAGE



A recent investigation found ninety-five in every hundred women buying a talcum powder because they liked the smell, and the other five because they liked the tin the smell came in. All the talk about purity, smoothness and antiseptic qualities of the powder seemed more or less shot over their lovely heads.

Likewise, a great deal of what we say about the quality of lubricating oil goes over the head of the average motorcar owner. He has his own ideas about what a motorcar engine lubricating oil should do, and buys accordingly.

There are, however, many who are content to be guided in their selection by what we, as the oldest and largest lubricating oil manufacturers, have to say about the necessary properties of a good lubricant, and these are the people who hardly ever spend a cent for repairs — the people who get the most from their motorcar engines for the least money.

You have your reasons for using a certain brand of lubricating oil. Maybe it is price. Maybe it is because you have faith in the judgment of your dealer. At any rate, there is a reason.

Did you ever change from one product to another, more or less against your will, only to find out that the satisfaction you thought you were getting was not to be compared to the satisfaction the new product gave?

If you believe the brand of lubricating oil you use is the most economical and efficient, try Mobiloil. A trial will do no harm, and it may be the means of an annual saving of many hard-earned dollars.

The best is the cheapest in the long run.

VACUUM OIL COMPANY.

The World-Wide "Why I'd buy a Plymouth" Contest

Magnificent Prizes—Interesting
— Easy to Try —

Plymouth invites you to enter the world-wide "Why I'd buy a Plymouth" Contest... an unusual opportunity to compete without obligation or cost for splendid prizes well worth your time and interest.

The prizes described at the right will be awarded to those who write most convincingly the reasons why the new, finer Plymouth is a good car to buy. Fine writing is unnecessary. Knowledge of the car and its important superiorities is the most important thing.

We will gladly help you to win by demonstrating the Plymouth to you and describing its many unusual features.

The contest closes at midnight, October 20th. Enter now. Come in and get entry blank and complete information.

PLYMOUTH
CHRYSLER MOTORS PRODUCT

THE NATIONAL MOTOR CAR CO.
484-486, QUEEN'S ROAD, WEST.
TEL. 25674.

PRIZES SOMEBODY
WILL WIN...
WHY NOT YOU?

\$1,000 A YEAR FOR LIFE
FIVE AROUND
THE WORLD TRIPS
FIVE \$1,000 CASH PRIZES
TWENTY-FIVE
PLYMOUTH CARS
AND 975 OTHER CASH
PRIZES RANGING FROM
\$10 TO \$500 EACH

FORD'S OFFENSIVE.

Car Magnate at His New
German Factory.

PRICES CUT.

Cöln, October 2.
Mr. Henry Ford himself to-day laid the cornerstone of his first continental factory where Ford cars will be built by German workmen of German material and which, apart from supplying the German market, is to serve as the base for Ford's conquest of Scandinavia, Poland and the Balkans.

In his dedication speech, the motor car king expressed optimism regarding Germany's economic future, declaring that in his opinion the present difficulties of the country were only temporary. Furthermore Mr. Ford pleaded for international co-operation on a national basis which in his opinion would be the best guarantee for peace. Cöln's Lord Mayor, Dr. Adenauer, in his address referred to the German Government's financial reform plan and pointed out that the Reich was making heroic efforts to deal with the situation, thus demonstrating its determination to honour all its obligations.

The ceremony was attended by a large number of prominent guests, Germans as well as Americans.—Trans-Ocean Kuo Min.

Opening of Paris Motor Show.

Paris, October 2.
A large crowd including members of the Diplomatic Corps and prominent politicians and financiers attended to-day's opening of the International Motor Show at the Grand Palais in the Champs Elysees. The outstanding features of the show is the price-cuts and the vastly improved designs of many European cars. French and German manufacturers have, on the strength of the success of the buy-at-home movement, followed the British example and materially reduced their prices in an effort to freeze out the American invasion.

It is understood that this development is causing great anxiety to the leaders of the American motorcar industry assembled here and it is further understood that they propose to concentrate all their efforts on forcing the output of their factories erected in recent years in Europe.—Trans-Ocean Kuo Min.

RADIATION SYSTEM.

One of the most interesting of the many tests which take place at the Rolls-Royce factory is that of the radiation system, which is carried out before a chassis is subjected to extended dynamometer tests.

The chassis is first equipped with lorry wheels, fitted with solid tyres, and is then placed on the test bed with the wheels bearing on drums four feet in diameter. A brake is connected to these drums and an accurate record of the speed, the power developed, etc., is obtained.

At the outset the chassis is run for the equivalent of 20 miles at speeds varying from 25 to 40 m.p.h. A load is then imposed and ten more miles are covered at the same speed on half throttle. The tests then begin in earnest.

Full throttle is given and the load is adjusted to reduce the engine speed to 1,500 r.p.m. The radiation system then receives attention.

There is a continuous flow of water through the radiator and by increasing or reducing the amount of water, the temperature is regulated at 80 degrees centigrade. At the same time the air temperature is taken in the neighbourhood of the radiator and of the carburettor air intake.

A definite five gallons of water is then allotted to each engine, and stop-watches are employed to check how long it takes for this to be consumed. On a hot day, of course, the five gallons would be used up more quickly than in cold weather, but since the air temperature has also been noted, calculations can be made to decide whether or no the system is in accordance with the standard.

Should it not be so, the cause is investigated, but whether or no it emerges successfully, the radiator is subjected to a further test. It is allowed to cool down to 60 degrees centigrade and the engine is then run "flat-out" until a temperature of 90 degrees is attained. Stop-watches are busy whilst the heat is rising and the air temperature, of course, is taken into consideration.

It may be thought that such tests are scarcely worth while, and that

SPEED LIMIT.

Motorists' Emancipation
Day.

Great Britain is abolishing her 20-mile-an-hour speed on January 1, 1931, but motorists who thereafter may "step on it" as much as they like aren't rejoicing.

Some hailed the news jubilantly when it was first announced, writes Arthur F. Degraeve. Since, even the most optimistic motor car owners who have digested the provisions of the new Road Traffic Act, agree the new regulations are not conducive to celebrating "Motorists' Emancipation Day."

Under the present conditions few arrests, as compared with the yearly crop in the United States, are made in England. There are no speed "cops" to order one to the curb and hand him a few sarcastic remarks about De Palma being a piker and a ticket to report in court.

Little attention is paid to the motorists whose speedometers click 30 miles an hour or thereabouts as long as they are not considered to be driving dangerously.

This, leading automobile officials point out, is one of the many problems in connection with the new regulations, that is worrying the car driver.

Whereas in the past 20 miles an hour was recognised as not being within the dangerous limits, after January 1, this question will be in the hands of the policeman and his witnesses. A car may be creeping along at five miles an hour and still the driver is liable to arrest.

In addition, there are heavier penalties for dangerous driving than for speeding and it is expected under the new highway code the penalty will be made even greater. The average speeder here is fined \$10 as long as he has not committed other traffic violations whereas a dangerous driver may be sent to jail.

The feeling is more intensified here than such a revision would precipitate in the United States, it was pointed out, because a law violator has no friend at court and traffic tickets are not "fixed" by friends of the police or justices.

Great Britain's millions of motorists also will make the acquaintance of the most feared and "hard-boiled" of America's police — the "speed cop." A force of men is being trained to keep drivers within the new regulations.

After November 1, 1930, driving licences will be issued to only those proving physical fitness. It is feared in some circles this restriction will work a hardship on many now driving who may not pass the test.

The rule compelling every motorist to subscribe to third party insurance, is creating most anxiety. Many are apprehensive lest the obligations imposed by law would increase the rates. So great was the feeling that the Automobile Association announced it would name a committee to deal with the new problems.

One leading insurance authority, however, said Herbert Morrison, Minister of Transport, had been assured that the rates would not be increased immediately.

"But," the authority added, "it must be understood that few companies are satisfied with the way car insurance is conducted at present."

The possibility also was advanced that motorists who have some physical disability and still obtain a licence may have to pay \$50 toward damages caused by an accident.

Insurance, it was said, will be denied to only those who are dangerous risks.

Morrison has explained that a number of regulations still had to be drafted and there was considerable work still to be done before the new rules could be promulgated. It might be necessary, he added, to postpone individual sections of the Act.

Most observers were united in the belief that the only person to benefit from the changes would be the pedestrian.—United Press.

One radiator will give the same results as another. On the other hand, however, this test does far more than prove the radiator alone.

It proves that, at the outset of its real test period, there is no single part in the engine which is running hot, and that the unit is in every way fit for the very strenuous dynamometer tests which follow.

FOR MORE

mileage

INSIST ON THE NEW

AIR-FLIGHT

PRINCIPLE TYRES BY

FISK

THE MOST HIGHLY PERFECTED TYRE THAT
THE WORLD HAS EVER KNOWN

Obtainable at all garages upon request.

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Telephone 28011.



TAXI FARES.

Drivers Alarmed by
Talk of Reduction.

The Brighton Watch Committee is considering a revision of the scale of taxicab fares.

Visitors complain of the present charge of 1s. 4d. a mile and compare it with only 9d. a mile in London, where there are also 6d. fares.

It is pointed out that while a London taxicab driver can pick up a fare in the street the Brighton man must wait on the rank.

A Brighton driver said:—"The general depression, and the decreased spending power of visitors, are hitting us terribly. If fares are reduced things will be worse. Many of us remain on the rank for a day and perhaps get one job."

LATEST INVENTION.

Many people consider that quite a number of new cars with front wheel drive will be announced in the near future, and it is, therefore, not surprising to find that inventors have been busy at work on this subject. The difficulties usually associated with the design of this form of drive have now been overcome by a new form of construction recently invented and patented by Mr. Guy, the managing director of Guy Motors Limited.

Mr. Guy suggested a number of arrangements, and in every case the gear box remains in its customary position. Built into the gear box casing is a pair of final drive bevel wheels, next to which is a differential which conveys the power to a pair of transverse shafts. Alongside the frame members, extending forwards, there is a pair of universally jointed propeller shafts driven from the transverse shafts, and these in turn drive bevel wheels fitting in boxes secured to the front axle. Finally, two short cardan shafts are used to take the drive to the front wheel hubs, these again being provided with universal joints, one of which is in line with the steering pivot.

In an alternative scheme, also patented by Mr. Guy, the boxes containing the bevel wheels are mounted on the frame, and the universal joints in the short cardan shafts have then to take care of vertical deflections of the axle in addition to steering movements.

Yet another mechanism is described in which a worm and wheel take the place of each pair of bevels, but the principle of using two propeller shafts remains the same in every case.

LEAD
THE
WAY
ON A

B.
S.
A.

Sole Agents:

SINCERE'S

THE CALL FOR COLOURS.

Although it must be obvious to the public that most of our popular cars can only be produced at very low prices because of standardisation, yet one constantly hears stories of how individual owners demand certain colour schemes and will be content with no other.

One day recently a lady entered the showrooms of a Triumph dealer, produced a vanity case in one shade of green and a cigarette lighter in another and said she would place an order for a Saloon if it could be finished in those colours, the main area of the body in the deeper shade, the waistline, wheels, etc., in the lighter.

Although the Triumph people are now the fourth largest producers of motor cars in Great Britain they were able to comply with this extraordinary request. Who now can say that the British manufacturer does not adapt himself to the requirements of his markets?

It is a far cry from the day when one large-scale maker, in conference with his dealers when they were demanding a greater variety of body colours, said, "What's the matter? The public can have my cars in any colour they like, provided it's a shade of black?"

THURSDAY, OCTOBER 16, 1930.

THE CHINA MAIL.

BAD LUCK.

Robbed of Record in Last Minute.

CRASH ON A BEND.

Verneuk Pan, Aug. 6.
Cruel luck robbed Gerry Bower of a world's record at the last minute here to-day.

He had covered 1,728 miles at an average speed of 76.45 miles an hour, and the world's 24-hour record for cars of the "C" Class was within his grasp, when he skidded on a bend.

His De Soto Eight crashed into a flagpole marking the course and the radiator was so badly pierced that he was obliged to give up the attempt.

He had been driving for 22 hours 35 minutes; and another four laps covered in less than 1 hour 25 minutes would have given him the record.

Kaye Don and E. A. D. Eldridge, who averaged 72.8 miles an hour at Montlhery, are the present holders.

High Speeds.

Bower started on his attempt at 5.50 p.m. yesterday. The weather was perfect and the holiday had drawn scores of spectators from the surrounding districts.

For the first 12 hours of darkness he averaged 76 miles an hour; but during the day his speeds improved and he actually covered one lap at 81.33 miles an hour. The spectators were treated to some hair-raising exhibitions of skidding and more than once his car turned completely round.

At 2.30 p.m. Bower had covered 1,550.64 miles at an average speed of 75.97 miles an hour. It was an even greater test of endurance for the driver than for the car, for Bower drove all the time.

Though the strain must have been beginning to tell on him, he was averaging 80 miles an hour shortly before the crash. The excitement grew as he neared the 1,700 miles mark and the crowd cheered him heartily each time the De Soto came round.

Then, when victory was less than 100 miles away, came the crash at one of the bends.

Record "In His Pocket."

Bower had the record "in his pocket" when the accident occurred. He had only four more laps to cover to annex the first world

record to be secured by a South African.

"Bluebird, Junior," as Bower's De Soto Eight was nicknamed, seems to be experiencing the traditional bad luck that belongs to its famous big brother. Its performance, however, is extraordinary, and the average speed maintained over nearly 23 hours is more than three miles per hour faster than the international Class "C" record held by Kaye Don.

Verneuk Pan presented a busy scene yesterday and to-day, while Bower was rolling out the miles. A "cafe-de-move-on" dispensed meals, gramophones disturbed the usual solitude of the Pan, and it was all very much like last year, bad luck included.

His high speed was all the more noteworthy in view of the fact that the track included two very sharp loops which could only be taken at speed by broadsiding the car. The crowd of several hundreds enjoyed the thrilling spectacle of the car, often skidding completely round when taking the corners. This was a terrific strain on the tyres, but Bower was confident that they would stand up to the terrible treatment, he not even carrying a spare.

The R.A.C. officials are returning to Cape Town, and Verneuk Pan will to-morrow be as barren as before.—Reuter.

Previous Attempt.

Bower made a previous attempt on the record on July 22 at Verneuk Pan. On that day, at 12.31 p.m., he drove his De Soto Eight over the starting line and carried on for 13½ hours, averaging 74 miles an hour. He was then obliged to give up—at two o'clock in the morning—in consequence of a broken contact point in the distributor. Up to this point the car had been running well and lapping at a steady 77.

It was later announced that, owing to unfavourable weather, the attempt would be postponed for about a week.

"Failure Due to Tiredness."

Capetown, August 7.

"I attribute my failure to tiredness," Gerry Bower told a representative of the Cape Times. (He

returned to Cape Town from Verneuk Pan by air, in a flight of three and a half hours.)

At Verneuk Pan on Tuesday, after driving his De Soto Eight for 22 hours 35 minutes 18 seconds, and covering 1,728 miles at an average speed of 76.45 miles an hour, and with only four laps to go, he was robbed of the world's 24-hour record for cars of the "C" class by a skid on a bend, which caused his car to crash into a flagpole, damaging the radiator.

"At three o'clock on Tuesday morning," he said, "I had a terrific skid. The moon had just set, and in taking the bend at over 80 miles an hour I got off the track, and when I tried to get back the car careered round five times over a distance of 200 yards and finally ended among the tents. It was rather alarming for the spectators."

"The actual skid which cost me the record I attribute to tiredness, as the strain was beginning to tell, and in taking the eastern loop coming off the straight at nearly 80 miles an hour I failed to correct a skid in time, and the car careered off, finally striking a flagpole."

"A Great Disappointment."

"It was a great disappointment to everyone. Excitement had become so great that women actually cried over it. Mr. Mortier, of Englebert Tyres, has prepared a champagne dinner in anticipation of my capturing the record, but instead people fed in their tents and the champagne bottles were not opened."

"But we refuse to admit defeat," declared Bower. "This car has proved it is easily capable of taking the record, and we feel it is just a matter of getting over this spell of bad luck. We have every intention of capturing the record with this car."

"Campbell's track stand up marvellously to the punishment. At the end of my test the car was actually moving faster than at the beginning, but the track remained hard and even improved with use. I am more firmly convinced than ever that Verneuk Pan will become the centre of motor racing for the whole world. It has every advantage if used during the winter season, from May to September, when no rain is to be expected and there is little or no wind."

"I think Kaye Don and Campbell would be foolish to look elsewhere, as Daytona Beach has clearly been discredited by Don's recent abortive attempts."

Track Actually Better.

"Everyone in the north-west Cape is keenly interested in the future of Verneuk Pan, and I have very little doubt that, if either Don or Campbell elected to come out here, the money could easily be raised in the local districts to re-condition the track. Campbell's track is to-day actually better than when he used it, and \$1,000 spent judiciously would bring it back into perfect trim."

Bower said he felt almost exhausted at the end of the attempt. The worst hours were from 4 a.m. until just after dawn. He had a trying time on Tuesday morning, when he had to speed straight into the rising sun at 80 miles an hour, with the result that he several times ran right off the track.

Bower claimed that the performance of his car demonstrated that the eight-cylinder engine was basically the soundest. He gave the highest praise to the Englebert tyres—they had not once to be changed, despite the terrible punishment they received, especially in taking bends at speed—and to the Pegasus petrol and Mobiloil lubricant. The engine functioned so perfectly that not even the plugs had to be changed.

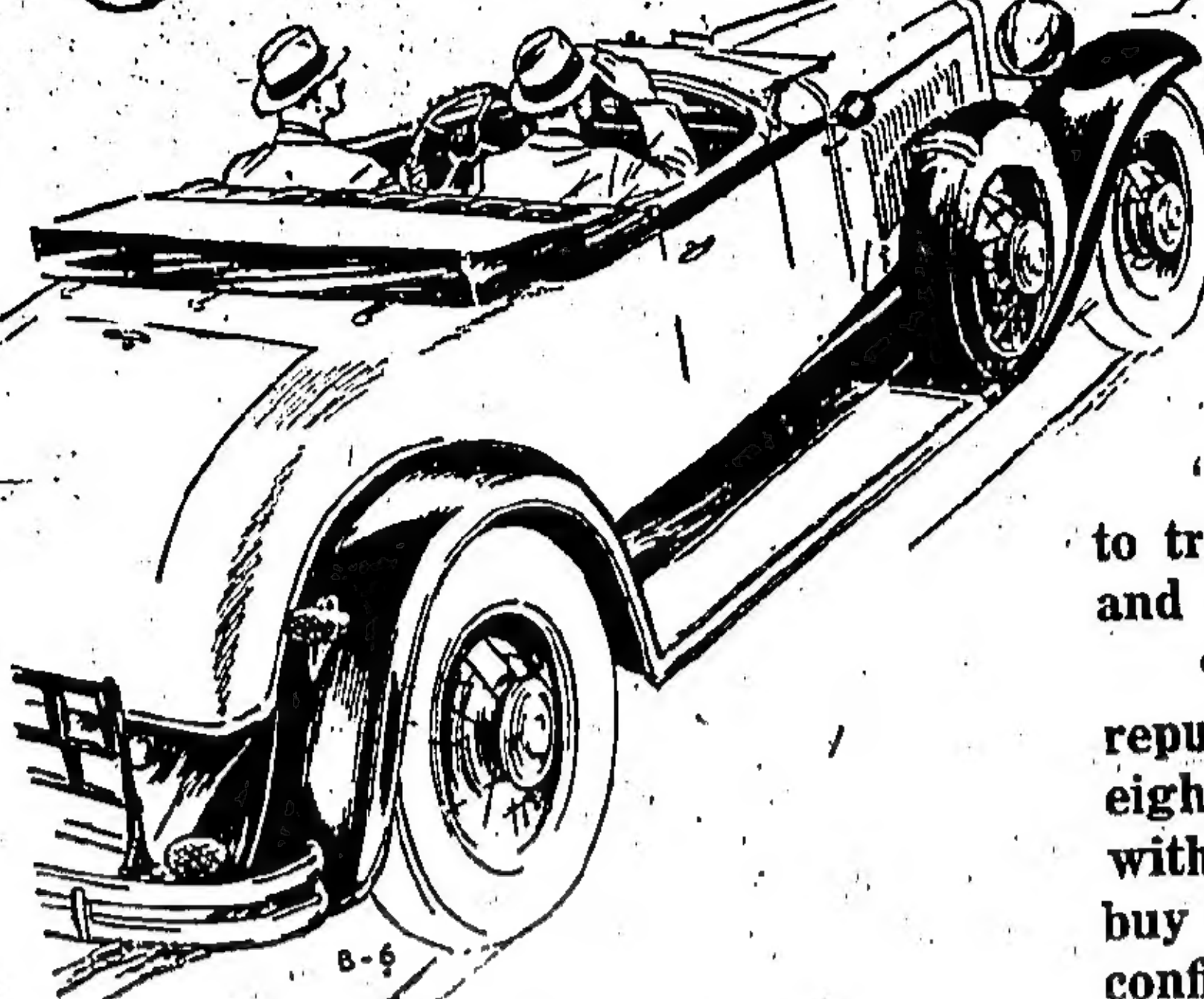
Stops for petrol, oil and water totalled 27 minutes. There were no involuntary stops, and the average speed for running time, excluding stops, was 78.08 miles per hour, which is nearly six miles an hour above the world's record. [Cargyle Mobiloil was used during the trip.]

"TWO-WAY" ROADS.

The final decision on the question of the speed limit is that it is to go, and go it will for private cars and motor-cycles when the Road Traffic Bill becomes law—but not until then.

Personally, writes "Contact" in The Motor, I have always been in favour of this reform, but I wish it had been finally decided at a time when there was less evidence of dangerous driving than there is at present. The appalling lack of road sense, and the evidence of gross discourtesy is nowhere more apparent than in the tendency to three lining.

At times in the day when the outboard traffic (or vice versa) predominates, the case of the unfortunate driver who has to face it is truly appalling. The driver making the third of the approaching line is generally partly overlapping the one attempting to pass the one on the inside. The unhappy driver who is facing this oncoming sweeping mass is between the devil in the form of a kerb (if there be one) and the deep sea represented by a ditch (equally, if there be one) because



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ALL-THE-YEAR.

93.7 Per Cent. of Cars Have No-Rest.

The percentage of private motor-cars which are used all the year round has now reached the figure of 93.7, according to statistics issued by the Society of Motor Manufacturers and Traders.

These vehicles have an estimated average mileage of 6,500 per year, and an average consumption of a gallon of fuel for every twenty miles.

Figures for 1929 showed that the percentage of all-the-year-round private vehicles was 93.65, with an average mileage of 6,000.

Boom in Tyres.

Commercial goods vehicles show an average mileage of 14,000 per year. Of the total number registered, more than 99 per cent. are in use during the whole year.

Hackney vehicles fall behind the private motor-car. Approximately 93.3 per cent. may be said to be in use throughout the twelve months.

The number of outer covers and solid tyres produced in the United Kingdom during the last six years shows a remarkable increase.

In 1924, approximately 1,927,100 tyres and outer covers were produced. Four years later the number had risen to 4,800,000.

The mileage of roads in England, Wales and Scotland has increased by 5,632 miles between 1909 and 1929. England and Wales account for 3,159 miles, and Scotland for 2,473 miles of the new highways.

the selfish individual overhanging the second car in the line invariably holds his position, as often as not entirely misjudging the space he is allowing to the car approaching.

I am convinced that something drastic will have to be done in this matter, and in the making of new roads it will have to be considered whether a definite division of the roads should be made. My view is that it should be done.

I notice that something in this line has been achieved in a part of a new road which has been laid down recently between Mortlake and Richmond. Here there is a section of the road separated for up and down traffic and divided in the middle by a kerbed path.

Crowding up into a third line should be regarded as a distinctly dangerous practice and a form of selfish discourtesy to be punished severely. A relatively narrow road like the Kingston by-pass is rendered a positive nightmare by it.

BUYERS' GUIDE

MOTOR CARS.

- ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

- CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

- B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

MOTOR OILS.

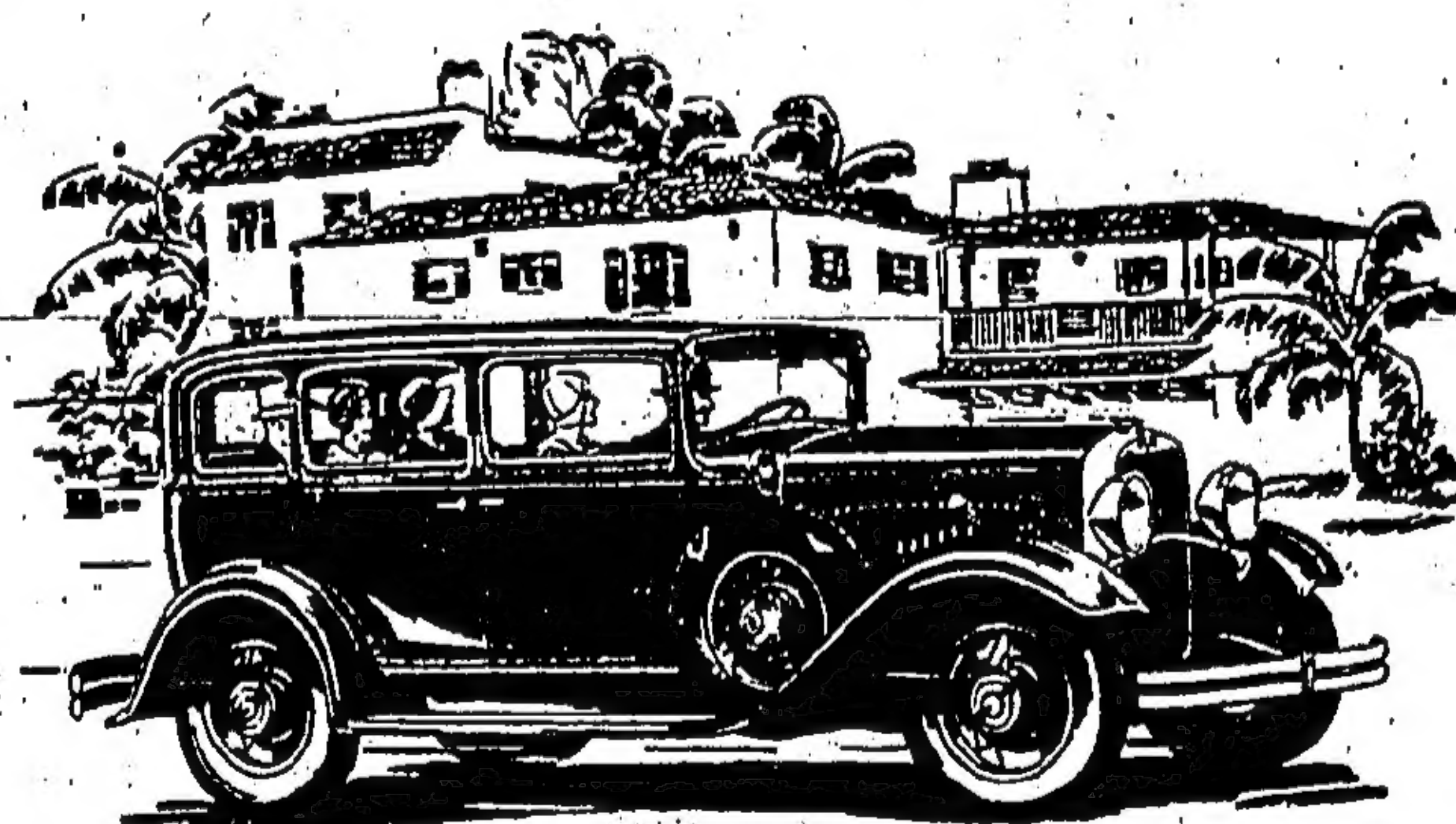
- CARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co., (S.G.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

- ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56254.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
INDIA TYRES.—W. R. Loxley Co., York Bldg. Tel. 22285.
MICHELIN TYRES.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

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Thursday, October 16, 1930.
Eighth Moon, 25th Day.

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HONG KONG, THURSDAY, OCTOBER 16, 1930.

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 ABE LYMAN —and His Band!	 JACK OAKIE Okay-ing the party!
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 BUDDY ROGERS Dressing and dancing	* AND MORE!

NEXT CHANGE, SUNDAY, OCTOBER 19
CLIVE BROOK & RAGLANOVA
IN
"A DANGEROUS WOMAN"

INDUSTRY MUST SAVE ITSELF.

Salvation Not in Power of Government.

A DEFICIT PROBABLE.

London, Yesterday.
Mr. Philip Snowden, in a speech made at a banquet at the Mansion House to-day, admitted that the revival of trade was slow, but deprecated the present pessimism. Two Government could do little. The salvation of industry lay in the hands of industry itself.

Referring to the criticism that the terms of his conversion loans were too generous, and that the Bank of England would be driven to restrict credit, Mr. Snowden emphasized that bankers' deposits at the Bank of England were now higher than a year ago; nor had cheap money rates unfavourably affected foreign exchanges, and, as things stood, he was able to look forward to better—on the Treasury point of view—debt conversion operations in future.

He mentioned the huge block of £200,000,000 five per cent. War Loan, and said that he would carry out large conversion operations when the time was favourable. A deficit was probable at the end of the financial year, but he hoped to avoid new taxation.—Reuter.

AIR RECORDS.

KINGSFORD-SMITH GETS FASTEST TIME.

BRITAIN TO RANGOON.

Rugby, Yesterday.
Captain Kingsford-Smith, who left Croydon for Australia on an Avro Avian light aeroplane on October 9, arrived at Rangoon from Allahabad this afternoon, and intends taking off for Singapore early to-morrow morning. This is the fastest time recorded for the Britain to Rangoon flight.

Hill in Singapore.
Anxiety regarding the Queensland airman, Flight-Lieutenant Hill, who left Britain for Australia on October 5, was relieved to-day with the news of his arrival in Singapore.—British Wireless Service.

Earlier Cable.
Rangoon, Yesterday.
Kingsford-Smith landed here at 4.52 p.m., and is four days ahead of Hinkler's time.—Reuter.

ENORMOUS EXPORTS OF GOLD.

Tremendous Flight of Capital from Germany.

FEAR OF BANK RATE RISE.

Berlin, Yesterday.
The exports of gold from Germany since the Reichstag election have reached the enormous total of £22,000,000. The Reichsbank has just sent two further consignments of gold, each worth 35,000,000 marks, to Paris, and one consignment of 17,500,000 marks to Amsterdam.

The reason for the export is the flight of capital from Germany which, according to the Reichsbank, may shortly lead to a further rise in the bank rate. The Reichsbank, however, will continue its policy of not restricting credits.—Reuter.

"MADE A MISTAKE!"
EX-EMPLOYEE OF EMPRESS OF ASIA.

CABIN KEY AND DUPLICATE.

Lance-Sergeant Humphries to-day charged a Chinese named Li Ming, alias Li Ngau (21), described as unemployed, before the Hon. Comdr. Hole, R.N. (retired), with boarding the R.M.S. Empress of Asia in harbour on Tuesday without the permission of the master or officer in charge. He pleaded "guilty."

Mr. M. Paton, senior fourth engineer of the liner, appeared on the charge sheet as complainant, but the ship having already left port, he was represented in Court by a member of the staff of the C.P.R.

Sergeant Humphries produced a letter from Mr. Paton giving the circumstances of the case, and informed the Magistrate that defendant was formerly employed on the Empress of Asia but was discharged on August 17, when the liner was here on the previous trip.

After reading the letter, his Worship asked the defendant: "What were you doing in the cabin?"

Defendant: I made a mistake. Sergeant Humphries then told the Magistrate that when defendant was searched after his arrest, the cabin key and a rough duplicate were found in his possession. His Worship imposed a fine of \$25 or three weeks' hard labour.

RATHER BE HEAD SCAVENGER.

Outburst by Premier of Prussia.

"INTOLERABLE TERRORISM."

Berlin, Yesterday.
That he would rather be head of the municipal scavenging department than Premier, because the former was not merely better paid, but had less to do with warlike than the Premier, was the conclusion of the speech of Premier Braun in opening the Prussian Diet, which debated motions by the Communists and economic party demanding a dissolution of the Diet; the cancellation of the emergency legislation sanctioned by President von Hindenburg, and the discontinuance of the Young Plan reparation payments.

Herr Braun repudiated the demand for the dissolution of the Diet, which had been elected for four years' productive work.

He said that the Prussian Government did not intend to remove the ban on Communist and National Socialist uniforms, on the ground of their intolerable terrorism.

Reichstag Upstart.

Police cordons effectively prevented demonstrations outside the Reichstag to-day, but there was a tumult inside during the debate on the elections. The speaker of the National Socialists offered violent opposition to the election of the Socialist, Herr Loebe, provoking an uproar among their opponents. Loebe was eventually elected on a second ballot.—Reuter.

CUBAN SUGAR.

NEW PRESIDENT APPEALS TO PRODUCERS.

THE CHADBOURNE PLAN.

Havana, Yesterday.

President Machado has requested sugar producers throughout Cuba to co-operate in carrying out the plan of Chadbourne, the American sugar expert, whereby a million and a half tons will be placed in the hands of a single organisation, which will regulate its sale over a period of two or three years.—Reuter.

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